

2001

Virginia Department of Transportation
Daily Traffic Volumes
Including Vehicle Classification Estimates
where available

Jurisdiction Report

15

Campbell County
City of Lynchburg
Town of Altavista
Town of Brookneal

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled “Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes”.

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a “Design Hour” estimate which is a value used by planners to formulate design criteria. This book is titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes”.

Both of the Interstate and Primary booklets mentioned above include a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for all roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Traffic Engineering Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Campbell County Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
24	2.06	380	F	From:	Bedford County Line				0%	C	40	F	380	F	2001
				To:											
24	6.68	1300	F	From:	15-811 Near Evington				0%	F	120	F	1300	F	2001
				To:											
24	4.32	2800	F	From:	US 29				0%	C	240	F	2800	F	2001
				To:											
24 501	0.92	9800	F	From:	US 501 SW of Rustburg				0%	F	860	F	9800	F	2001
				To:											
24	6.38	3900	F	From:	US 501 SW of Rustburg				0%	F	360	F	3900	F	2001
				To:											
24	3.16	2900	F	From:	15-656				0%	C	240	F	2900	F	2001
				To:											
24 460	0.11	15000	N	From:	W US 460				0%	N	1400	N	15000	N	2001
				To:											
29	0.72	11000	F	From:	Pittsylvania County Line				1%	F	830	F	11000	F	2001
				To:											
29	3.64	13000	F	From:	SR 43				1%	F	1100	F	12000	F	2001
				To:											
29	4.24	18000	F	From:	US 29 Bus N of Altavista				0%	F	1400	F	18000	F	2001
				To:											
29	4.99	19000	F	From:	15-696				0%	F	1500	F	19000	F	2001
				To:											
29	4.58	19000	F	From:	SR 24				0%	F	1600	F	19000	F	2001
				To:											
29	1.94	26000	B	From:	15-738				0%	A	2400	B	26000	B	2001
				To:											
29	0.21	27000	F	From:	US 460 South of Lynchburg				0%	F	2100	F	27000	F	2001
				To:											
City of Lynchburg															
29 Wards Road	1.74	37000	F	From:	SCL Lynchburg				0%	F	2900	F	37000	F	2001
				To:											
29 Lynchburg Expresswa	1.71	43000	F	From:	Lynchburg Exp Wards Rd				0%	F	4000	F	43000	F	2001
				To:											
29 Lynchburg Expresswa	1.46	42000	F	From:	Odd Fellows Rd				0%	F	4000	F	42000	F	2001
				To:											
29 Lynchburg Expresswa	1.02	42000	F	From:	Kemper Street				0%	F	4000	F	42000	F	2001
				To:											
29 Lynchburg Expresswa	0.22	32000	F	From:	Main Street				0%	F	3000	F	33000	F	2001
				To:											
Town of Hurt															
Bus 29 Main Street	0.03	8200	F	From:	Pittsylvania County Line				0%	C	730	F	8200	F	2001
				To:											
Town of Altavista															
Bus 29 Main Street	0.29	8200	N	From:	NCL Hurt				0%	N	730	N	8200	N	2001
				To:											
Bus 29 Main Street	0.34	11000	F	From:	SR 43; Bedford Ave				0%	F	990	F	11000	F	2001
				To:											






















Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Campbell County Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
2Axle	3+Axle	1Trail	2Trail													
Town of Altavista																
Bus 29	Main Street	0.30	16000	F	From: 96%	Pittsylvania Ave				0%	F	1300	F	16000	F	2001
				To: 96%	0%	2%	0%	1%	0%							
Bus 29	Main Street	0.49	14000	F	From: 96%	Amherst Ave				0%	F	1100	F	14000	F	2001
				To: 96%	0%	1%	1%	2%	0%							
Bus 29	Main Street	0.64	12000	F	From: 96%	Wood La				0%	C	1000	F	12000	F	2001
				To: 96%	0%	1%	1%	2%	0%							
Bus 29	Main Street	1.36	8500	F	From: 96%	Lynch Mill Rd				0%	F	710	F	8400	F	2001
				To: 96%	0%	1%	1%	2%	0%							
				To: 96%	NCL Altavista											
Campbell County																
Bus 29		0.17	8500	F	From: 96%	NCL Altavista				0%	F	710	F	8400	F	2001
				To: 96%	0%	1%	1%	2%	0%							
				To: 96%	US 29, 15-712											
City of Lynchburg																
Bus 29	Wards Road	0.34	17000	F	From: 98%	US 29; US 501				0%	F	1500	F	17000	F	2001
				To: 98%	0%	1%	0%	0%	0%							
Bus 29	Wards Road	0.42	24000	F	From: 98%	SR 128 Candler Mtn Rd				0%	F	2200	F	25000	F	2001
				To: 98%	0%	1%	0%	0%	0%							
Bus 29	Fort Ave	1.19	23000	F	From: 98%	US 460 Bus, Fort Avenue Wards Rd				0%	C	2100	F	24000	F	2001
				To: 98%	0%	1%	0%	0%	0%							
Bus 29	Memorial Ave	0.60	10000	F	From: 95%	Memorial Ave Fort Ave				0%	C	910	F	11000	F	2001
				To: 95%	1%	2%	0%	1%	0%							
Bus 29	Memorial Ave	0.47	14000	F	From: 95%	Oakley Ave				0%	F	1300	F	15000	F	2001
				To: 95%	1%	2%	0%	1%	0%							
Bus 29	Memorial Ave	0.33	13000	F	From: 95%	Park Ave				0%	F	1300	F	13000	F	2001
				To: 95%	1%	2%	0%	1%	0%							
Bus 29	5th St	0.17	15000	F	From: 95%	Langhorne Rd Langhorn Rd				0%	F	1400	F	16000	F	2001
				To: 95%	1%	2%	0%	1%	0%							
Bus 29	5th St	0.26	15000	F	From: 95%	Pollard St				0%	F	1400	F	15000	F	2001
				To: 95%	1%	2%	0%	1%	0%							
Bus 29	5th St	0.27	14000	F	From: 97%	Pierce St				0%	F	1300	F	15000	F	2001
				To: 97%	0%	1%	0%	1%	0%							
Bus 29	5th St	0.38	18000	F	From: 97%	Park Ave				0%	F	1700	F	18000	F	2001
				To: 97%	0%	1%	0%	1%	0%							
Bus 29	5th St	0.57	15000	F	From: 97%	Clay St Clay Street				0%	C	1400	F	15000	F	2001
				To: 97%	0%	1%	0%	1%	0%							
				To: 97%	Amherst County Line											
Campbell County																
40 501		0.09	5900	F	From: 89%	Halifax County Line				1%	F	490	F	5900	F	2001
				To: 89%	1%	3%	3%	4%	1%							
				To: 89%	SCL Brookneal											
Town of Brookneal																
40 501		0.76	5900	N	From: 89%	SCL Brookneal				1%	N	490	N	5900	N	2001
				To: 89%	1%	3%	3%	4%	1%							
40		0.87	2900	F	From: 83%	US 501				1%	F	240	F	2900	F	2001
				To: 83%	1%	4%	0%	12%	1%							
				To: 83%	ECL Brookneal											

Virginia Department of Transportation
Traffic Engineering Division
2001
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Campbell County Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail							
Campbell County																	
40		1.97	2900	N	From	ECL Brookneal				1%	N	240	N	2900	N	2001	
					To												
40		2.15	2100	F	From	15-605				1%	F	250	F	2100	F	2001	
					To	Charlotte County Line											
Town of Altavista																	
43	Bedford Ave	0.49	6900	F	From	Main Street				0%	F	630	F	6900	F	2001	
					To	Myrtle Ln											
43	Bedford Ave	0.50	5600	F	From	96%				1%	F	540	F	5600	F	2001	
					To												
43	Bedford Ave	0.59	4900	F	From	Broad Street				0%	C	510	F	4900	F	2001	
					To	WCL Altavista											
Campbell County																	
43		6.48	2900	F	From	WCL Altavista				0%	C	270	F	2900	F	2001	
					To	15-682 Leesville											
43		1.26	290	F	From	93%				0%	F	30	F	290	F	2001	
					To	Bedford County Line											
City of Lynchburg																	
128	Candler Mt Rd	0.29	19000	F	From	US 29 Bus Wards Rd				0%	F	1900	F	20000	F	2001	
					To	US 501 Lynchburg Exp											
128	501	Candler Mtn Rd	0.40	36000	F	From	RT 501 W				0%	F	3400	F	37000	F	2001
							To	RT 501 E									
128	Mayflower Dr	1.30	8000	F	From	US 501 Candler Mt Rd				0%	C	790	F	8400	F	2001	
					To	Odd Fellows Rd											
128	Mayflower Dr	1.48	2100	F	From	94%				0%	C	230	F	2200	F	2001	
					To	US 501 Bus Campbell Ave											
221	Lakeside Dr	0.53	23000	F	From	WCL Lynchburg				0%	C	2400	F	24000	F	2001	
					To	Lynchburg Expressway											
221	Lakeside Dr	0.56	16000	F	From	97%				0%	F	1600	F	17000	F	2001	
					To												
221	Lakeside Dr	1.90	14000	F	From	Forest Brook Rd				0%	F	1300	F	14000	F	2001	
					To												
221	Lakeside Dr	0.15	17000	F	From	Old Forest Rd				0%	F	1600	F	18000	F	2001	
					To	Oakley Ave											
221	Oakley Ave	0.57	9900	F	From	Lakeside Dr				0%	F	980	F	10000	F	2001	
					To	Memorial Ave											
221	Oakley Ave	0.24	8300	F	From	97%				0%	F	840	F	8700	F	2001	
					To	Bus US 460 Fort Ave											
221	Kemper St	0.41	11000	F	From	12th Street				0%	C	1000	F	12000	F	2001	
					To	Lynchburg Expressway											
Campbell County																	
460		1.40	20000	F	From	Bedford County Line				0%	F	1900	F	21000	F	2001	
					To	Bus US 460											
460		3.88	22000	F	From	86%				1%	F	2000	F	23000	F	2001	
					To	15-678 Airport Rd											
460		1.01	34000	F	From	86%				1%	F	3300	F	35000	F	2001	
					To	US 29											

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
	0.38	27000	F	From:	US 29				0%	F	2900	F	28000	F	2001
				To:	SCL Lynchburg										
City of Lynchburg															
	1.13	27000	F	From:	SCL Lynchburg				0%	F	2900	F	28000	F	2001
				To:	Candler Mountain Rd										
	0.44	23000	F	From:	US 501				0%	F	2400	F	23000	F	2001
				To:	US 501 Campbell Ave										
	2.36	24000	A	From:	US 501				0%	A	2600	A	25000	A	2001
				To:	US 501 Campbell Ave										
	1.46	23000	N	From:	US 501 Campbell Ave				0%	N	2400	N	23000	N	2001
				To:	118-6078 Concord Turnpike										
	1.12	24000	F	From:	118-6078 Concord Turnpike				0%	F	2300	F	25000	F	2001
				To:	ECL Lynchburg										
Campbell County															
	1.56	24000	F	From:	ECL Lynchburg				0%	F	2200	F	24000	F	2001
				To:	15-726										
	2.82	18000	F	From:	15-726				0%	F	1600	F	19000	F	2001
				To:	15-1017										
	2.79	17000	F	From:	15-1017				0%	F	1600	F	18000	F	2001
				To:	SR 24										
	0.11	15000	N	From:	SR 24				0%	N	1400	N	15000	N	2001
				To:	Appomattox County Line										
Bus															
	1.11	13000	F	From:	US 460 West of Lynchburg				0%	F	1300	F	13000	F	2001
				To:	15-892										
	2.25	15000	A	From:	15-892				0%	A	1500	A	16000	A	2001
				To:	WCL Lynchburg										
City of Lynchburg															
	0.62	34000	F	From:	WCL Lynchburg				0%	F	3100	F	35000	F	2001
				To:	Old Graves Mill Rd										
	1.14	25000	F	From:	Old Graves Mill Rd				0%	F	2300	F	26000	F	2001
				To:	Leesville Rd										
	0.28	33000	F	From:	Leesville Rd				0%	F	3100	F	34000	F	2001
				To:	Lynchburg Expressway										
	1.10	19000	F	From:	Lynchburg Expressway				0%	F	1800	F	19000	F	2001
				To:	Wards Rd										
	1.19	23000	F	From:	US BUS 29				0%	C	2100	F	24000	F	2001
				To:	MEMORIAL AVE										
	0.41	11000	F	From:	12TH STREET				0%	C	1000	F	12000	F	2001
				To:	LYNCHBURG EXP										
	0.34	12000	F	From:	LYNCHBURG EXP				0%	F	1200	F	12000	F	2001
				To:	CAMPBELL AVE										
	0.88	18000	F	From:	KEMPER ST				0%	C	3000	F	19000	F	2001
				To:	MAYFLOWER DR										
	0.48	18000	F	From:	MAYFLOWER DR				0%	F	1700	F	19000	F	2001
				To:	FLORIDA AVE										

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Campbell County Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail						
City of Lynchburg																
Bus 460	Bus 501	Campbell Ave	0.23	19000	F	From: 95%	FLORIDA AVE			0%	F	1900	F	20000	F	2001
						To: 95%	US 460									
Campbell County																
501			0.09	5900	F	From: 89%	Halifax County Line			1%	F	490	F	5900	F	2001
						To: 89%	SCL Brookneal									
Town of Brookneal																
501			0.76	5900	N	From: 89%	SCL Brookneal			1%	N	490	N	5900	N	2001
						To: 89%	SR 40									
501			1.52	6100	F	From: 89%	SR 40			0%	C	520	F	6100	F	2001
						To: 89%	NCL Brookneal									
Campbell County																
501			1.40	6100	N	From: 89%	NCL Brookneal			0%	N	520	N	6100	N	2001
						To: 89%	15-633									
501			3.48	4800	F	From: 90%	15-633			0%	F	400	F	4800	F	2001
						To: 90%	15-917									
501			4.79	5100	F	From: 89%	15-917			0%	F	420	F	5100	F	2001
						To: 89%	15-761									
501			8.33	5900	F	From: 89%	15-761			0%	F	520	F	5900	F	2001
						To: 89%	W SR 24									
501			0.92	9800	F	From: 96%	W SR 24			0%	F	860	F	9800	F	2001
						To: 96%	E SR 24									
501			3.88	8700	A	From: 96%	E SR 24			0%	A	950	A	9300	A	2001
						To: 96%	15-916									
501			3.09	9600	F	From: 96%	15-916			0%	F	920	F	9600	F	2001
						To: 96%	SCL Lynchburg									
City of Lynchburg																
501		Campbell Ave	0.99	14000	F	From: 96%	SCL Lynchburg			0%	F	1400	F	14000	F	2001
						To: 96%	US 460									
501	460		2.36	24000	A	From: 93%	US 460			0%	A	2600	A	25000	A	2001
						To: 93%	US 501									
501			0.59	20000	F	From: 94%	US 460			0%	F	2100	F	21000	F	2001
						To: 94%	SR 128 Mayflower Dr									
501		Candler Mtn Rd	0.40	36000	F	From: 94%	SR 128 Mayflower Dr			0%	F	3400	F	37000	F	2001
						To: 94%	US 29 Lynchburg Expressway									
501		Lynchburg Expresswa	1.51	39000	F	From: 94%	Wards Rd Exit			0%	C	4800	F	41000	F	2001
						To: 94%	Timberlake Rd									
501		Lynchburg Expresswa	1.21	38000	F	From: 94%	Timberlake Rd			0%	F	3700	F	39000	F	2001
						To: 94%	Graves Mill Rd									
501		Lynchburg Expresswa	1.24	30000	F	From: 94%	Graves Mill Rd			0%	F	2800	F	31000	F	2001
						To: 94%	Lakeside Dr									
501		Lynchburg Expresswa	1.54	12000	F	From: 92%	Lakeside Dr			0%	C	1100	F	13000	F	2001
						To: 92%	Wiggington Rd									
501		Lnchburg Expressway	1.86	11000	F	From: 92%	Wiggington Rd			0%	F	1100	F	12000	F	2001
						To: 92%	Boonsboro Rd									
501		Boonsboro Rd	1.80	9200	F	From: 94%	Lynchburg Expressway			0%	C	900	F	9600	F	2001
						To: 94%	WCL Lynchburg									
Bus 501		Campbell Ave	0.23	19000	F	From: 95%	US 460			0%	F	1900	F	20000	F	2001
						To: 95%	Florida Ave									

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						2Axle	3+Axle	1Trail	2Trail								
City of Lynchburg																	
Bus 501	Campbell Ave	0.48	18000	F	From: Florida Ave	95%	1%	2%	1%	2%	0%	F	1700	F	19000	F	2001
Bus 501	Campbell Ave	0.88	18000	F	To: Mayflower Dr	95%	1%	2%	1%	2%	0%	C	3000	F	19000	F	2001
Bus 501	Kemper St	0.34	12000	F	From: Kemper St	95%	1%	2%	1%	2%	0%	F	1200	F	12000	F	2001
Bus 501	221 Kemper St	0.41	11000	F	From: Lynchburg Expressway	92%	2%	4%	1%	2%	0%	C	1000	F	12000	F	2001
Bus 501	Campbell Ave	0.23	9300	F	To: US 221	98%	1%	1%	0%	0%	0%	F	980	F	9700	F	2001
Bus 501	Langhorne Rd	0.27	9900	F	From: 12TH STREET	98%	1%	1%	0%	0%	0%	F	950	F	10000	F	2001
Bus 501	Langhorne Rd	0.29	19000	F	To: Fort Ave	98%	1%	1%	0%	0%	0%	F	1800	F	20000	F	2001
Bus 501	Langhorne Rd	1.06	16000	F	From: Park Ave	98%	1%	1%	0%	0%	0%	C	1500	F	17000	F	2001
Bus 501	Langhorne Rd	0.47	12000	F	To: Memorial Ave	98%	1%	1%	0%	0%	0%	F	1300	F	13000	F	2001
Bus 501	Langhorne Rd	1.37	9500	F	From: Murrell Rd	95%	1%	1%	0%	1%	0%	C	860	F	9900	F	2001
Bus 501	Rivermont Terrace	0.25	5700	F	To: Hill St	95%	1%	2%	0%	1%	0%	F	590	F	5900	F	2001
Bus 501	Rivermont Ave	0.44	18000	F	From: Cranehill Dr	95%	1%	2%	0%	1%	0%	F	590	F	5900	F	2001
Bus 501	Rivermont Ave	0.44	18000	F	To: Rivermont Terrace	97%	0%	1%	0%	1%	0%	F	1800	F	18000	F	2001
Bus 501	Boonsboro Rd	0.76	14000	F	From: Rivermont Ave	97%	0%	1%	0%	1%	0%	F	1500	F	15000	F	2001
Bus 501	Boonsboro Rd	1.75	12000	F	To: Link Rd	97%	0%	1%	0%	1%	0%	C	1200	F	13000	F	2001
Campbell County																	
608 06		0.19	2000	G	From: US 460 SR 24	94%	1%	2%	1%	2%	0%	C	NA		2000	G	2001
					To: Appomattox County Line												
609 06		0.11	250	R	From: SR 24								NA		NA		1999
609 06		0.05	230	R	To: 06-718								NA		NA		1999
609 06		1.70	380	R	From: Campbell County Line								NA		NA		1999
609 06		1.10	650	N	To: US 460	89%	2%	3%	4%	2%	0%	N	NA		650	N	2001
					From: Appomattox County Line												
718 06		0.20	230	R	To: Campbell County Line; 06-607								NA		NA		1995
					From: SR 24								NA		NA		1986
741 06		0.13	130	R	To: SR 24								NA		NA		1986
					From: Campbell County Line												

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
<div>1500</div> <div>09</div>	0.11	40	R	From:	Campbell County Line						NA		NA		1994
				To:	Cul-de-Sac										
<div>600</div>	2.30	520	R	From:	SR 40 SOUTH						NA		NA		1998
				To:	15-619										
<div>600</div>	1.81	600	R	From:	SR 40 NORTH						NA		NA		1998
				To:	SR 40 MID										
<div>600</div>	1.87	1000	R	From:							NA		NA		1998
				To:	15-618 SOUTH										
<div>600</div>	2.17	970	R	From:							NA		NA		1998
				To:	15-756										
<div>600</div>	3.41	540	R	From:							NA		NA		1998
				To:	15-601										
<div>600</div>	0.78	590	R	From:							NA		NA		1998
				To:	Charlotte County Line										
<div>600</div>	1.20	640	R	From:							NA		NA		1998
				To:	19-615										
Town of Brookneal															
<div>601</div>	0.84	400	R	From:	US 501						NA		NA		1998
				To:	NCL Brookneal										
Campbell County															
<div>601</div>	1.00	400	N	From:	NCL Brookneal						NA		NA		1998
				To:	15-605 West										
<div>601</div>	9.24	510	R	From:	15-605 East						NA		NA		07/17/2001
				To:	15-600										
<div>602</div>	1.00	270	R	From:	Dead End						NA		NA		07/17/2001
				To:	15-605										
<div>603</div>	3.00	510	R	From:	15-646						NA		NA		07/09/2001
				To:	06-604; 06-649										
<div>604</div>	5.00	120	R	From:	15-651						NA		NA		07/09/2001
				To:	15-731										
<div>604</div>	0.40	20	R	From:							NA		NA		07/09/2001
				To:	Dead End										
<div>605</div>	3.58	530	R	From:	15-633 WEST						NA		NA		1993
				To:	15-917										
<div>605</div>	0.54	630	R	From:							NA		NA		1998
				To:	US 501										
<div>605</div>	2.87	1100	R	From:							NA		NA		1998
				To:	15-601 WEST										
<div>605</div>	2.34	1100	R	From:							NA		NA		1998
				To:	SR 40										
<div>606</div>	7.68	700	R	From:	15-615						NA		NA		07/09/2001
				To:	Appomattox County Line										
<div>607</div>	1.00	30	R	From:	15-701						NA		NA		07/10/2001
				To:	1.00 ME 15-701										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
607	0.40	180	R	From:	1.00 ME 15-701					NA		NA		07/10/2001	
				To:	US 501 NORTH										
607	3.00	350	R	From:	US 501 SOUTH					NA		NA		07/10/2001	
				To:	15-615										
609	0.91	1300	R	From:	15-726					NA		NA		1998	
				To:	15-659										
609	3.25	1300	R	From:	06-607					NA		NA		1998	
				To:	15-609										
610	0.30	350	R	From:	Appomattox County Line					NA		NA		05/30/2001	
				To:	15-609										
611	0.50	610	R	From:	Appomattox County Line					NA		NA		05/30/2001	
				To:	15-633										
612	1.90	400	R	From:	15-917					NA		NA		08/14/2001	
				To:	Dead End										
613	0.56	60	R	From:	0.56 MN Dead End					NA		NA		1998	
				To:	15-633										
613	0.59	140	R	From:	15-635 WEST					NA		NA		08/14/2001	
				To:	15-633 EAST										
614	2.80	60	R	From:	SR 24					NA		NA		1998	
				To:	15-606										
615	1.83	2100	R	From:	15-607					NA		NA		1998	
				To:	15-651										
615	2.17	1300	R	From:	15-648 EAST					NA		NA		1998	
				To:	15-834										
615	2.70	810	R	From:	Charlotte County Line					NA		NA		1998	
				To:	15-600										
616	0.40	130	R	From:	Charlotte County Line					NA		NA		1998	
				To:	Dead End										
617	0.35	210	R	From:	15-690					NA		NA		08/22/2001	
				To:	Charlotte County Line										
618	0.20	200	R	From:	15-749					NA		NA		1998	
				To:	15-822										
618	0.20	190	R	From:	15-600 SOUTH					NA		NA		1998	
				To:											

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
618	1.27	230	R	From:	15-600 NORTH					NA		NA		1998	
				To:	15-601 SOUTH										
618	1.58	320	R	From:	15-601 NORTH					NA		NA		07/17/2001	
				To:	15-645										
618	0.88	230	R	From:	15-643					NA		NA		07/17/2001	
				To:	15-600										
619	0.50	500	R	From:	15-600					NA		NA		1998	
				To:	Charlotte County Line										
621	0.27	200	R	From:	Dead End					NA		NA		08/27/2001	
				To:	15-738										
622	1.12	13000	F	From:	Bedford County Line					F	1400	F	13000	F	2001
				To:	15-1520										
622	0.27	13000	F	From:	97% 0% 1% 1% 0% 0%				C	1200	F	14000	F	2001	
				To:	US 460 BUS										
622	0.93	10000	R	From:	15-682					NA		NA		1998	
				To:	15-683										
622	2.31	3700	R	From:	15-683					NA		NA		1998	
				To:	0.07 M FRM 15-683										
622	2.46	2800	R	From:	US 29 NORTH					NA		NA		1998	
				To:	US 29 SOUTH										
622	0.21	890	R	From:	15-738 SOUTH					NA		NA		1998	
				To:	15-738 NORTH										
622	3.78	640	R	From:	US 501; SR 24					NA		NA		1998	
				To:	15-682										
623	1.70	530	R	From:	15-625					NA		NA		1998	
				To:	15-858 EAST										
623	1.20	2400	R	From:	15-858 WEST					NA		NA		1998	
				To:	US 460										
623	0.20	840	R	From:	Bedford County Line					NA		NA		08/14/2001	
				To:	Dead End										
624	1.43	180	R	From:	15-1650					NA		NA		1998	
				To:	15-829										
624	0.05	1000	R	From:	15-889 NORTH					NA		NA		1998	
				To:	15-889 SOUTH										
624	0.27	230	R	From:	US 460 BUS					NA		NA		1998	
				To:											

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
625	1.80	270	R	From:	Bedford County Line					NA		NA		1998	
				To:	15-623										
626	3.00	760	R	From:	Bedford County Line					NA		NA		07/16/2001	
				To:	15-682 NORTH										
626	3.87	1500	R	From:	15-682 SOUTH					NA		NA		1998	
				To:	15-714										
626	0.76	980	R	From:	15-712 WEST					NA		NA		07/18/2001	
				To:	15-712 EAST										
626	1.20	1000	R	From:	NCL ALTAVISTA					NA		NA		07/18/2001	
				To:	15-695										
627	0.70	90	R	From:	15-682 WEST					NA		NA		07/16/2001	
				To:	15-682 EAST										
627	3.00	540	R	From:	SR 43					NA		NA		07/24/2001	
				To:	15-712										
628	0.97	1200	R	From:	Bedford County Line					NA		NA		1998	
				To:	15-682										
628	3.17	1300	R	From:	SR 43					NA		NA		1998	
				To:	Dead End										
629	0.18	30	R	From:	15-699					NA		NA		08/20/2001	
				To:	Bedford County Line										
630	2.10	810	R	From:	SR 43					NA		NA		07/16/2001	
				To:	Dead End										
631	0.50	40	R	From:	15-716					NA		NA		07/16/2001	
				To:	Bedford County Line										
631	1.35	160	R	From:	Bedford County Line					NA		NA		07/16/2001	
				To:	15-631										
632	0.97	70	R	From:	15-705					NA		NA		07/16/2001	
				To:	15-761 NORTH										
633	2.82	320	R	From:	15-761 SOUTH					NA		NA		08/20/2001	
				To:	15-635 WEST										
633	3.31	180	R	From:	15-605					NA		NA		1998	
				To:	15-614 EAST										
633	1.31	320	R	From:	15-613					NA		NA		1998	
				To:	US 501										
633	1.56	120	R	From:	15-605					NA		NA		1998	
				To:	15-605										
633	1.59	360	R	From:	15-605					NA		NA		08/20/2001	
				To:	15-605										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
634	0.55	40	R	From:	Dead End					NA		NA		08/29/2001	
				To:	15-664										
634	0.06	70	R	From:						NA		NA		1998	
				To:	Dead End										
635	1.28	100	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-614										
635	0.60	110	R	From:						NA		NA		08/14/2001	
				To:	15-633 SOUTH										
635	6.80	220	R	From:	15-633 NORTH					NA		NA		08/14/2001	
				To:	15-761 SOUTH										
635	0.44	860	R	From:	15-761 NORTH					NA		NA		1998	
				To:	US 501										
636	0.51	190	R	From:	15-605					NA		NA		08/14/2001	
				To:	15-917										
637	2.10	130	R	From:	15-761					NA		NA		08/14/2001	
				To:	15-635										
638	0.10	110	R	From:	15-761					NA		NA		08/20/2001	
				To:	15-633										
639	1.00	90	R	From:	Dead End					NA		NA		1998	
				To:	15-600										
640	1.81	660	R	From:	Pittsylvania County Line					NA		NA		08/27/2001	
				To:	15-712										
641	2.00	110	R	From:	15-605					NA		NA		07/17/2001	
				To:	15-643										
642	1.10	90	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-643										
643	0.17	600	R	From:	15-917					NA		NA		1998	
				To:	US 501										
643	4.43	570	R	From:						NA		NA		1998	
				To:	15-618										
643	3.90	390	R	From:						NA		NA		1998	
				To:	15-615										
645	1.39	40	R	From:	15-618					NA		NA		07/17/2001	
				To:	1.39 ME 15-618										
645	1.01	30	R	From:						NA		NA		07/17/2001	
				To:	15-601										
646	3.18	210	R	From:	15-601					NA		NA		1998	
				To:	15-615										
646	3.93	600	R	From:						NA		NA		1998	
				To:	06-604										
646	0.39	430	R	From:						NA		NA		1998	
				To:	06-606										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
646	7.55	2100	R	From:	06-606					NA		NA		1998	
				To:	SR 24										
646	2.03	1900	R	From:						NA		NA		1998	
				To:	15-656										
647	0.28	320	R	From:	Dead End					NA		NA		08/14/2001	
				To:	US 460 BUS										
648	5.59	580	R	From:	15-643					NA		NA		08/14/2001	
				To:	15-652										
648	0.80	220	R	From:						NA		NA		1998	
				To:	15-615 SOUTH										
648	6.03	140	R	From:	15-615 NORTH					NA		NA		07/09/2001	
				To:	15-646										
649	1.10	80	R	From:	15-603					NA		NA		07/09/2001	
				To:	06-649										
650	6.75	390	R	From:	US 501					NA		NA		07/10/2001	
				To:	15-615										
651	7.39	220	R	From:	15-650					NA		NA		07/10/2001	
				To:	15-606										
651	4.59	340	R	From:						NA		NA		07/10/2001	
				To:	SR 24										
652	0.05	40	R	From:	15-635					NA		NA		08/14/2001	
				To:	US 501; 15-761										
652	3.30	880	R	From:						NA		NA		1998	
				To:	15-651										
652	2.90	250	R	From:						NA		NA		1998	
				To:	15-648										
653	0.20	160	R	From:	15-761					NA		NA		1998	
				To:	Dead End										
654	2.50	130	R	From:	US 501					NA		NA		07/10/2001	
				To:	15-650										
655	3.20	670	R	From:	US 501 NORTH					NA		NA		1998	
				To:	US 501 SOUTH										
656	4.71	390	R	From:	15-606					NA		NA		1998	
				To:	SR 24										
656	2.25	1200	R	From:						NA		NA		1998	
				To:	15-646										
656	0.10	3000	R	From:						NA		NA		1998	
				To:	US 460										
657	2.39	80	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-646										
658	2.50	180	R	From:	15-656					NA		NA		1998	
				To:	15-646										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(659)	1.54	300	R	From:	US 460					NA		NA		05/30/2001	
				To:	15-609										
(660)	1.90	300	R	From:	ECL LYNCHBURG					NA		NA		1998	
				To:	1.90 M FRM ECL										
(660)	4.57	270	R	From:						NA		NA		1998	
				To:	SR 24										
(661)	0.48	310	R	From:	Dead End					NA		NA		08/20/2001	
				To:	SR 24										
(662)	2.08	640	R	From:	15-660					NA		NA		05/30/2001	
				To:	US 460										
(663)	6.69	430	R	From:	15-615					NA		NA		07/09/2001	
				To:	15-606 WEST										
(663)	1.20	30	R	From:	15-606 EAST					NA		NA		07/09/2001	
				To:	15-648										
(664)	1.29	890	R	From:	15-677					NA		NA		1998	
				To:	US 501										
(665)	0.64	1600	R	From:	US 501					NA		NA		09/25/2001	
				To:	15-660										
(666)	0.35	90	R	From:	15-660					NA		NA		08/27/2001	
				To:	Dead End										
(667)	1.17	230	R	From:	US 501					NA		NA		08/27/2001	
				To:	Dead End										
(668)	0.35	200	R	From:	Dead End					NA		NA		08/22/2001	
				To:	15-682										
(669)	1.43	180	R	From:	15-680					NA		NA		08/29/2001	
				To:	15-670 WEST										
(669)	1.78	270	R	From:	15-670 EAST					NA		NA		1998	
				To:	1.78 M FRM 15-670										
(669)	1.01	380	R	From:						NA		NA		1998	
				To:	15-664										
(670)	2.00	2800	R	From:	SCL LYNCHBURG					NA		NA		1998	
				To:	15-677 EAST										
(670)	2.82	1200	R	From:						NA		NA		1998	
				To:	US 501										
(671)	0.07	940	R	From:	US 501; SR 24					NA		NA		1998	
				To:	15-891										
(671)	0.05	490	R	From:						NA		NA		1998	
				To:	Dead End										
(672)	2.11	170	R	From:	15-635					NA		NA		08/14/2001	
				To:	15-605										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
673	0.30	130	R	From:	15-692						NA		NA		08/20/2001	
				To:	Dead End											
674	0.26	1400	R	From:	15-738						NA		NA		08/29/2001	
				To:	Dead End											
675	0.44	130	R	From:	15-683						NA		NA		08/20/2001	
				To:	Dead End											
676	0.30	40	R	From:	15-600						NA		NA		07/17/2001	
				To:	Charlotte County Line											
677	1.92	2000	R	From:	15-738						NA		NA		1998	
				To:	15-670 EAST											
677	3.09	400	R	From:	15-670 WEST						NA		NA		1998	
				To:	15-664											
677	1.30	710	R	From:	15-664						NA		NA		1998	
				To:	SCL LYNCHBURG											
678	0.34	13000	R	From:	ECL LYNCHBURG						NA		NA		1998	
				To:	US 460											
678	0.21	1900	F	96%	0%	2%	0%	1%	0%	F	200	F	1900	F	2001	
678	1.22	1300	F	From:	05-885						C	150	F	1400	F	2001
				To:	US 29											
679	0.13	1500	R	From:	US 29						NA		NA		08/27/2001	
				To:	15-1408											
679	0.26	350	R	From:	15-1408						NA		NA		08/27/2001	
				To:	15-1422											
679	0.25	150	R	From:	15-1422						NA		NA		08/27/2001	
				To:	15-1416											
679	0.29	90	R	From:	15-1416						NA		NA		08/27/2001	
				To:	Dead End											
680	3.20	1300	R	From:	15-738						NA		NA		1998	
				To:	US 501 NORTH											
680	3.02	240	R	From:	US 501 SOUTH						NA		NA		1998	
				To:	Dead End											
681	0.27	1200	R	From:	15-624 NORTH						NA		NA		1998	
				To:	15-715 SOUTH											
681	0.42	810	R	From:	15-715 SOUTH						NA		NA		1998	
				To:	US 460											
681	2.70	2300	R	From:	US 460						NA		NA		1998	
				To:	15-622											
682	8.94	310	R	From:	SR 43						NA		NA		1995	
				To:	15-626 SOUTH											
682	2.56	2000	R	From:	15-626 SOUTH						NA		NA		1998	
				To:	SR 24											
682	1.18	2300	R	From:	SR 24						NA		NA		1998	
				To:	15-725											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
682	1.59	2000	R	From:	15-725					NA		NA		1998	
				To:	15-623										
682	1.46	1900	R	From:						NA		NA		1998	
				To:	15-691										
682	3.44	3100	R	From:						NA		NA		1998	
				To:	15-622										
682	1.12	9500	R	From:						NA		NA		1998	
				To:	15-1600										
682	0.09	10000	R	From:						NA		NA		1998	
				To:	SCL LYNCHBURG										
683	1.05	230	R	From:	Dead End					NA		NA		1998	
				To:	SR 24 WEST										
683	0.34	390	R	From:	SR 24 EAST					NA		NA		08/22/2001	
				To:	15-682 SOUTH										
683	5.52	1600	R	From:	15-682 NORTH					NA		NA		08/22/2001	
				To:	15-622										
683	2.05	2700	F	79%	0%	4%	14%	3%	0%	C	280	F	2800	F	2001
				To:	US 29										
684	1.90	200	R	From:	15-625					NA		NA		1998	
				To:	1.51 MS 15-1164										
684	1.37	160	R	From:						NA		NA		1998	
				To:	15-682										
685	1.80	5100	R	From:	15-738					NA		NA		1998	
				To:	SR 24										
685	0.30	4100	R	From:						NA		NA		09/25/2001	
				To:	15-1630										
685	1.40	3700	R	From:						NA		NA		09/25/2001	
				To:	15-686										
686	2.81	720	R	From:	US 29					NA		NA		1998	
				To:	15-751										
686	2.99	3900	R	From:						NA		NA		1998	
				To:	US 501										
687	3.10	180	R	From:	15-686					NA		NA		08/27/2001	
				To:	SR 24										
688	1.18	250	R	From:	15-689					NA		NA		1998	
				To:	US 29										
689	0.90	340	R	From:	15-690					NA		NA		08/22/2001	
				To:	US 29										
689	0.28	250	R	From:						NA		NA		08/27/2001	
				To:	15-754										
690	3.40	430	R	From:	15-622					NA		NA		08/22/2001	
				To:	15-688										
691	1.04	260	R	From:	15-683					NA		NA		1998	
				To:	15-682										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
692	3.33	560	R	From:	SR 24; 15-748					NA		NA		1998	
				To:	US 29										
693	2.20	350	R	From:	15-696					NA		NA		08/20/2001	
				To:	15-692										
694	0.65	70	R	From:	15-682					NA		NA		07/16/2001	
				To:	15-882										
694	0.75	120	R	From:	15-696					NA		NA		07/16/2001	
				To:	15-696										
695	4.80	250	R	From:	15-682					NA		NA		08/27/2001	
				To:	15-626										
696	2.40	10	R	From:	Dead End					NA		NA		08/20/2001	
				To:	15-705										
696	2.65	360	R	From:	15-700					NA		NA		08/20/2001	
				To:	15-700										
696	0.39	1400	R	From:	15-699					NA		NA		1998	
				To:	15-699										
696	1.91	1000	R	From:	15-701 NORTH					NA		NA		1998	
				To:	US 29 SOUTH										
696	6.47	290	R	From:	US 29 NORTH					NA		NA		08/20/2001	
				To:	SR 24										
697	2.76	60	R	From:	15-701					NA		NA		07/10/2001	
				To:	15-699										
698	3.50	180	R	From:	15-701					NA		NA		1998	
				To:	15-761										
699	1.30	2600	R	From:	US 29					NA		NA		1998	
				To:	15-701										
699	3.43	1900	R	From:	15-696					NA		NA		1998	
				To:	15-696										
699	1.77	1200	R	From:	15-629					NA		NA		1998	
				To:	15-761										
700	2.39	350	R	From:	15-696					NA		NA		08/20/2001	
				To:	15-633										
701	4.60	230	R	From:	15-699					NA		NA		1998	
				To:	15-696 SOUTH										
701	8.00	440	R	From:	15-696 NORTH					NA		NA		1998	
				To:	US 501										
702	0.40	130	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-648										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
703	2.69	170	R	From:	15-704					NA		NA		08/14/2001	
				To:	15-761										
704	1.10	110	R	From:	15-705					NA		NA		08/20/2001	
				To:	Dead End										
705	6.60	40	R	From:	15-696					NA		NA		08/20/2001	
				To:	15-761										
706	0.50	20	R	From:	Dead End					NA		NA		08/20/2001	
				To:	15-699										
707	0.06	120	R	From:	15-712					NA		NA		08/27/2001	
				To:	15-640										
708	1.50	70	R	From:	Dead End					NA		NA		07/10/2001	
				To:	15-648										
709	3.10	220	R	From:	Dead End					NA		NA		08/10/2001	
				To:	15-696										
709	1.90	640	R	From:						NA		NA		08/10/2001	
				To:	15-692										
710	0.28	250	R	From:	15-711					NA		NA		07/16/2001	
				To:	15-1331										
710	0.72	90	R	From:						NA		NA		07/16/2001	
				To:	0.72 ME 15-1331										
710	0.80	90	R	From:						NA		NA		07/16/2001	
				To:	Dead End										
711	0.40	1300	R	From:	NCL ALTAVISTA					NA		NA		1998	
				To:	15-712 EAST										
711	1.50	420	R	From:	15-712 WEST					NA		NA		07/16/2001	
				To:	15-710										
711	3.00	100	R	From:						NA		NA		1993	
				To:	15-626										
711	2.00	220	R	From:						NA		NA		07/16/2001	
				To:	15-682										
712	0.41	250	R	From:	SR 43 WEST					NA		NA		1995	
				To:	SR 43 MID										
712	0.69	1500	R	From:	SR 43 EAST					NA		NA		1998	
				To:	15-714										
712	1.98	810	R	From:						NA		NA		1998	
				To:	15-711 EAST										
712	1.33	960	R	From:						NA		NA		1998	
				To:	US 29 BUS NORTH										
712	1.59	720	R	From:	US 29 BUS SOUTH					NA		NA		1998	
				To:	15-699										
712	0.12	48	R	From:						NA		NA		08/27/2001	
				To:	Dead End										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
713	1.00	400	R	From:	15-626					NA		NA		07/24/2001	
				To:	15-627										
714	1.03	2700	R	From:	NCL ALTAVISTA					NA		NA		1998	
				To:	15-712										
714	0.68	1600	R	From:	15-626					NA		NA		1998	
				To:	15-681										
715	0.72	NA		From:	15-681					NA		NA			
				To:	Cul-de-Sac										
716	0.27	40	R	From:	Cul-de-Sac					NA		NA		07/16/2001	
				To:	15-631										
718	1.69	180	R	From:	Dead End					NA		NA		1998	
				To:	15-630										
719	0.70	110	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-606										
720	0.70	260	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-601										
721	0.22	230	R	From:	15-646					NA		NA		1998	
				To:	15-926										
721	0.18	80	R	From:	15-926					NA		NA		1998	
				To:	Dead End										
722	0.42	30	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-643										
723	0.60	260	R	From:	Dead End					NA		NA		1998	
				To:	US 29										
724	0.11	20	R	From:	15-699					NA		NA		08/20/2001	
				To:	15-761										
725	1.10	450	R	From:	15-811					NA		NA		1998	
				To:	15-682										
726	0.34	6300	R	From:	US 460					NA		NA		1998	
				To:	15-609										
726	2.43	6400	R	From:	15-609					NA		NA		1998	
				To:	2.43 MN 15-609										
726	1.42	410	F	From:	15-609				48	F	410	F	2001		
				To:	Dead End										
727	1.70	170	R	From:	Dead End					NA		NA		07/10/2001	
				To:	15-701										
728	0.30	30	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-633										
729	0.20	120	R	From:	Dead End					NA		NA		08/27/2001	
				To:	0.20 M FRM Dead End										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
729	0.26	130	R	From:	0.20 M FRM Dead End					NA		NA		08/27/2001	
				To:	US 501										
730	0.20	150	R	From:	15-646					NA		NA		07/17/2001	
				To:	15-601										
731	1.40	40	R	From:	15-604					NA		NA		07/09/2001	
				To:	15-646										
732	1.25	130	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-635										
733	0.70	80	R	From:	15-712					NA		NA		07/18/2001	
				To:	Dead End										
734	1.40	320	R	From:	Dead End					NA		NA		08/20/2001	
				To:	US 29										
735	0.42	80	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-622										
736	1.15	90	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-615										
737	3.10	320	R	From:	15-651					NA		NA		1998	
				To:	15-656										
738	0.13	660	R	From:	SR 24					NA		NA		1998	
				To:	Y Int; Gap Terminus										
738	0.06	820	R	From:	15-754 Gap Terminus					NA		NA		1998	
				To:	0.06 M FRM 05-754										
738	1.54	910	F	98%	0%	1%	1%	0%	0%	F	100	F	910	F	2001
738	0.12	5900	R	From:	15-685					NA		NA		1998	
				To:	US 29 SOUTH										
738	0.78	2000	R	From:	US 29 MID					NA		NA		1998	
				To:	15-622 NORTH										
738	0.43	2500	R	From:	15-680					NA		NA		1998	
				To:	US 29 NORTH										
739	0.04	11000	R	From:	US 460 BUS					NA		NA		1998	
				To:	SCL LYNCHBURG										
740	1.00	90	R	From:	15-626					NA		NA		1998	
				To:	Dead End										
742	0.54	70	R	From:	US 460 WEST					NA		NA		1998	
				To:	US 460 EAST										
744	0.04	820	R	From:	15-1520					NA		NA		1998	
				To:	SCL LYNCHBURG										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(745)	0.50	90	R	From:	SR 24					NA		NA		1998	
				To:	Dead End										
(746)	0.08	NA		From:	15-660					NA		NA			
				To:	Dead End										
(748)	0.40	8	R	From:	SR 24; 15-692					NA		NA		08/20/2001	
				To:	Dead End										
(749)	1.00	130	R	From:	SR 40					NA		NA		1998	
				To:	15-618										
(750)	0.36	270	R	From:	US 29					NA		NA		08/27/2001	
				To:	15-912										
(750)	0.44	260	R	From:						NA		NA		08/27/2001	
				To:	Dead End										
(751)	2.00	210	R	From:	15-686					NA		NA		07/10/2001	
				To:	15-701										
(752)	0.10	240	R	From:	Dead End					NA		NA		05/30/2001	
				To:	0.10 MN Dead End										
(752)	0.30	300	R	From:						NA		NA		05/30/2001	
				To:	15-918										
(752)	0.40	360	R	From:						NA		NA		05/30/2001	
				To:	US 460										
(754)	0.36	140	R	From:	US 29					NA		NA		09/25/2001	
				To:	15-689										
(754)	0.15	290	R	From:						NA		NA		09/25/2001	
				To:	15-738										
(754)	0.10	80	R	From:						NA		NA		09/25/2001	
				To:	Dead End										
(755)	0.60	90	R	From:	Dead End					NA		NA		1998	
				To:	15-600										
(756)	1.80	160	R	From:	15-601					NA		NA		1998	
				To:	Charlotte County Line										
(757)	3.00	110	R	From:	15-660					NA		NA		05/30/2001	
				To:	15-656										
(758)	0.13	140	R	From:	Dead End					NA		NA		1986	
				To:	US 29; FR 905										
(759)	0.09	110	R	From:	US 501					NA		NA		08/14/2001	
				To:	15-803										
(760)	0.11	10	R	From:	15-797					NA		NA		07/17/2001	
				To:	Dead End										
(761)	1.20	580	R	From:	Pittsylvania County Line					NA		NA		1998	
				To:	15-633 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
761	3.15	640	R	From:	15-633 SOUTH					NA		NA		1998	
				To:	15-705										
761	1.97	1100	R	From:						NA		NA		1998	
				To:	15-699										
761	1.67	2500	R	From:						NA		NA		1998	
				To:	US 501; 15-652										
762	0.58	20	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-646										
763	0.51	180	R	From:	15-802					NA		NA		1998	
				To:	15-800										
769	0.08	400	R	From:	15-859					NA		NA		1998	
				To:	15-779 WEST										
769	0.05	830	R	From:						NA		NA		1998	
				To:	15-1515										
769	0.03	860	R	From:						NA		NA		1998	
				To:	15-779 EAST										
769	0.06	1200	R	From:						NA		NA		07/18/2001	
				To:	15-782										
769	0.26	1200	R	From:						NA		NA		1998	
				To:	US 460 BUS										
770	0.38	170	R	From:	15-1651					NA		NA		1998	
				To:	15-835										
771	1.80	240	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-646										
772	0.65	40	R	From:	15-643					NA		NA		07/09/2001	
				To:	Dead End										
773	0.07	220	R	From:	SR 24					NA		NA		1998	
				To:	15-683										
775	1.25	80	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-657										
776	1.10	70	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-648										
778	0.75	80	R	From:	Dead End					NA		NA		07/10/2001	
				To:	US 501										
779	0.53	200	R	From:	15-769 WEST					NA		NA		1998	
				To:	15-769 EAST										
781	1.30	90	R	From:	Dead End					NA		NA		1998	
				To:	SR 24										
782	0.06	230	R	From:	15-859					NA		NA		1998	
				To:	15-828										
782	0.17	350	R	From:						NA		NA		1998	
				To:	15-769										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(783)	0.07	40	R	From:	Dead End					NA		NA		1998	
				To:	15-713										
(784)	0.42	440	R	From:	15-683 SOUTH					NA		NA		1998	
				To:	15-683 NORTH										
(785)	0.80	40	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-643										
(786)	0.80	60	R	From:	15-605					NA		NA		1998	
				To:	Dead End										
(787)	0.60	160	R	From:	Dead End					NA		NA		05/30/2001	
				To:	15-609										
(788)	0.80	47	R	From:	15-663					NA		NA		07/09/2001	
				To:	Dead End										
(789)	0.15	360	R	From:	US 460 BUS					NA		NA		08/14/2001	
				To:	0.15 ME OF US 460 BUS										
(789)	0.15	180	R	From:						NA		NA		1998	
				To:	Cul-de-Sac										
(790)	2.40	100	R	From:	15-615 SOUTH					NA		NA		07/10/2001	
				To:	15-615 NORTH										
(791)	0.55	400	R	From:	US 460 BUS					NA		NA		1998	
				To:	Dead End										
(792)	0.70	120	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-600										
(793)	0.40	190	R	From:	15-609					NA		NA		05/30/2001	
				To:	Dead End										
(794)	0.30	10	R	From:	15-648					NA		NA		07/09/2001	
				To:	Dead End										
(795)	1.10	50	R	From:	15-601					NA		NA		07/17/2001	
				To:	Dead End										
(796)	0.20	170	R	From:	Dead End					NA		NA		1998	
				To:	US 460 BUS										
(797)	0.45	47	R	From:	15-650					NA		NA		07/17/2001	
				To:	0.45 ME 15-650										
(797)	0.25	30	R	From:						NA		NA		07/10/2001	
				To:	Dead End										
(798)	0.25	90	R	From:	15-615					NA		NA		07/17/2001	
				To:	Dead End										
(799)	1.12	110	R	From:	Dead End					NA		NA		1998	
				To:	15-609										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(800)	0.66	1500	R	From:	US 460					NA		NA		1998	
				To:	SR 24										
(800)	0.13	540	R	From:						NA		NA		1998	
				To:	Appomattox County Line										
(801)	0.30	50	R	From:	Charlotte County Line					NA		NA		07/17/2001	
				To:	15-600										
(802)	0.11	320	R	From:	15-800					NA		NA		1998	
				To:	US 460										
(803)	0.06	40	R	From:	Dead End					NA		NA		1998	
				To:	15-759										
(803)	0.08	30	R	From:						NA		NA		1998	
				To:	Dead End										
(804)	0.96	320	R	From:	15-606					NA		NA		07/17/2001	
				To:	Dead End										
(805)	1.40	140	R	From:	Dead End					NA		NA		07/10/2001	
				To:	15-615										
(806)	0.75	100	R	From:	15-606					NA		NA		1998	
				To:	Dead End										
(808)	0.41	40	R	From:	Dead End					NA		NA		08/20/2001	
				To:	SR 24										
(809)	0.55	100	R	From:	15-643					NA		NA		07/17/2001	
				To:	Dead End										
(810)	0.33	120	R	From:	Dead End					NA		NA		08/10/2001	
				To:	SR 24										
(811)	2.85	480	R	From:	Bedford County Line					NA		NA		1998	
				To:	15-725										
(811)	0.11	220	R	From:						NA		NA		1998	
				To:	SR 24										
(812)	0.44	660	R	From:	15-811					NA		NA		1998	
				To:	SR 24										
(814)	0.35	250	R	From:	US 29					NA		NA		08/27/2001	
				To:	Dead End										
(815)	0.13	90	R	From:	15-832					NA		NA		1998	
				To:	15-833										
(816)	0.60	150	R	From:	Dead End					NA		NA		1998	
				To:	SR 24										
(818)	0.57	70	R	From:	15-663					NA		NA		07/09/2001	
				To:	Dead End										
(819)	0.40	70	R	From:	Dead End					NA		NA		05/30/2001	
				To:	US 460										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(820)	0.70	40	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-646										
(821)	0.81	120	R	From:	15-705					NA		NA		08/20/2001	
				To:	Dead End										
(822)	0.30	40	R	From:	15-618					NA		NA		1998	
				To:	Dead End										
(823)	0.55	120	R	From:	Dead End					NA		NA		07/16/2001	
				To:	15-682										
(824)	1.65	280	R	From:	15-696					NA		NA		08/20/2001	
				To:	15-705										
(825)	0.20	30	R	From:	15-696					NA		NA		08/10/2001	
				To:	Dead End										
(826)	0.33	80	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-635										
(827)	0.35	100	R	From:	15-853 WEST					NA		NA		1998	
				To:	15-853 EAST										
(828)	0.24	170	R	From:	15-782					NA		NA		08/27/2001	
				To:	US 460 BUS										
(829)	0.42	1500	R	From:	15-624					NA		NA		1998	
				To:	US 460 BUS; 15-1505										
(830)	0.26	370	R	From:	Dead End					NA		NA		08/14/2001	
				To:	US 460 BUS										
(831)	0.29	50	R	From:	Cul-de-Sac					NA		NA		07/18/2001	
				To:	15-712										
(832)	0.14	230	R	From:	SR 24					NA		NA		1998	
				To:	15-815										
(832)	0.08	70	R	From:	SR 24					NA		NA		1998	
				To:	Dead End										
(833)	0.08	170	R	From:	SR 24					NA		NA		1998	
				To:	15-815										
(833)	0.13	140	R	From:	SR 24					NA		NA		08/14/2001	
				To:	Dead End										
(834)	1.10	120	R	From:	15-615					NA		NA		07/09/2001	
				To:	Dead End										
(835)	0.36	540	R	From:	15-1670					NA		NA		08/20/2001	
				To:	15-1526										
(835)	0.11	650	R	From:	SR 24					NA		NA		08/20/2001	
				To:	15-770										
(835)	0.12	1700	R	From:	SR 24					NA		NA		08/20/2001	
				To:	15-1527										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(835)	0.28	1900	R	From:	15-1527					NA		NA		08/20/2001	
				To:	15-622										
(836)	0.45	210	R	From:	US 460					NA		NA		07/26/2001	
				To:	Dead End										
(837)	0.18	100	R	From:	FR-794					NA		NA		08/29/2001	
				To:	15-677										
(838)	0.13	60	R	From:	Dead End					NA		NA		1998	
				To:	15-891										
(838)	0.07	730	R	From:						NA		NA		1998	
				To:	US 501										
(838)	0.17	690	R	From:						NA		NA		1998	
				To:	Dead End										
(839)	0.30	30	R	From:	15-682					NA		NA		07/16/2001	
				To:	Dead End										
(840)	0.68	330	R	From:	Dead End					NA		NA		07/24/2001	
				To:	SR 43										
(842)	0.54	270	R	From:	US 460 BUS					NA		NA		1998	
				To:	US 460 BUS NORTH										
(846)	0.09	30	R	From:	15-665					NA		NA		08/27/2001	
				To:	Dead End										
(847)	0.60	190	R	From:	Dead End					NA		NA		08/22/2001	
				To:	15-682										
Town of Brookneal															
(849)	0.10	360	R	From:	15-601					NA		NA		07/31/2001	
				To:	15-1126										
(849)	0.45	250	R	From:						NA		NA		07/31/2001	
				To:	Dead End										
Campbell County															
(850)	1.45	80	R	From:	Dead End					NA		NA		1998	
				To:	15-660										
(851)	1.57	410	R	From:	Dead End					NA		NA		05/30/2001	
				To:	15-660 NORTH										
(851)	0.55	280	R	From:	15-660 SOUTH					NA		NA		05/30/2001	
				To:	Cul-de-Sac										
(852)	0.43	30	R	From:	15-851					NA		NA		1998	
				To:	Cul-de-Sac										
(853)	0.16	350	R	From:	15-622 WEST					NA		NA		1998	
				To:	15-827 WEST										
(853)	0.10	200	R	From:						NA		NA		1998	
				To:	15-827 EAST										
(853)	0.09	320	R	From:						NA		NA		1998	
				To:	15-622 EAST										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(854)	0.40	180	R	From:	15-615					NA		NA		07/10/2001	
				To:	Dead End										
(858)	0.50	540	R	From:	Bedford County Line					NA		NA		1998	
				To:											
(858)	0.65	2200	R	From:	15-623 WEST					NA		NA		1998	
				To:	15-1580										
(859)	0.19	580	R	From:	15-769					NA		NA		1998	
				To:	15-1546										
(859)	0.03	1200	R	From:	15-1515					NA		NA		1998	
				To:	15-782										
(859)	0.18	1500	R	From:	15-1528					NA		NA		1998	
				To:	US 469 BUS										
(860)	0.10	30	R	From:	Dead End; .10 MW					NA		NA		07/17/2001	
				To:	15-601										
(860)	0.40	40	R	From:	Dead End; .40 ME 601					NA		NA		07/17/2001	
				To:											
(862)	0.04	370	R	From:	15-1520					NA		NA		1998	
				To:	SCL LYNCHBURG										
(863)	0.10	90	R	From:	Dead End					NA		NA		08/27/2001	
				To:	US 29										
(865)	0.10	50	R	From:	Dead End					NA		NA		07/24/2001	
				To:	15-713										
(866)	0.20	130	R	From:	15-714					NA		NA		07/18/2001	
				To:	15-733										
(867)	0.45	30	R	From:	Dead End					NA		NA		07/09/2001	
				To:	15-604										
(868)	0.43	200	R	From:	15-605					NA		NA		07/17/2001	
				To:	Dead End										
(869)	0.35	170	R	From:	Dead End					NA		NA		08/29/2001	
				To:	US 501; 15-1029										
(870)	0.20	180	R	From:	Dead End					NA		NA		08/07/2001	
				To:	15-858										
(871)	0.33	50	R	From:	Dead End					NA		NA		1998	
				To:	15-623; 15-1587										
Town of Brookneal															
(874)	0.10	40	R	From:	US 501					NA		NA		1998	
				To:	Dead End										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(875)	0.12	20	R	From:	15-712					NA		NA		08/27/2001	
				To:	Dead End										
Town of Brookneal															
(876)	0.03	70	R	From:	Dead End					NA		NA		07/31/2001	
				To:	US 501										
Campbell County															
(877)	0.50	1600	R	From:	US 460 BUS					NA		NA		1998	
				To:	15-1545										
(877)	0.16	1800	R	From:						NA		NA		1998	
				To:	15-1570										
(877)	0.30	940	R	From:						NA		NA		1998	
				To:	15-1597										
(878)	0.34	70	R	From:	Dead End					NA		NA		1998	
				To:	15-792										
(879)	0.30	60	R	From:	SR 24					NA		NA		1998	
				To:	Dead End										
(880)	0.20	30	R	From:	SR 24					NA		NA		08/20/2001	
				To:	Dead End										
(881)	0.63	70	R	From:	15-600					NA		NA		1998	
				To:	Dead End										
(882)	0.17	30	R	From:	Dead End					NA		NA		07/16/2001	
				To:	15-694										
(883)	0.40	70	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-615										
(884)	0.24	420	R	From:	US 501					NA		NA		08/29/2001	
				To:	Dead End										
(885)	0.16	330	R	From:	15-678					NA		NA		08/27/2001	
				To:	Dead End										
(886)	0.10	60	R	From:	Dead End					NA		NA		1998	
				To:	0.10 ME Dead End										
(886)	0.06	120	R	From:						NA		NA		08/14/2001	
				To:	US 501										
(888)	1.03	190	R	From:	Dead End					NA		NA		1998	
				To:	15-908										
(888)	0.35	290	R	From:						NA		NA		1998	
				To:	US 29										
(889)	0.14	140	R	From:	15-624 SOUTH					NA		NA		08/14/2001	
				To:	15-624 NORTH										
(890)	0.40	50	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-600										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(891)	0.03	170	R	From:	15-671					NA		NA		08/14/2001	
				To:	15-838										
(892)	0.11	480	R	From:	US 460 BUS					NA		NA		1998	
				To:	15-1516										
(892)	0.15	360	R	From:	15-1517					NA		NA		1998	
				To:	US 460 BUS NORTH										
(892)	0.44	330	R	From:	Dead End					NA		NA		1998	
				To:	0.20 ME Dead End										
(893)	0.30	150	R	From:	15-725					NA		NA		1998	
				To:	US 501 SOUTH										
(894)	0.40	120	R	From:	US 501 NORTH					NA		NA		1998	
				To:	15-664										
(895)	0.10	1500	R	From:	US 501					NA		NA		1998	
				To:	Cul-de-Sac										
(896)	1.02	250	R	From:	SR 43					NA		NA		07/16/2001	
				To:	15-615										
(897)	0.60	190	R	From:	Dead End					NA		NA		07/10/2001	
				To:	15-680										
(898)	0.50	70	R	From:	US 501					NA		NA		1998	
				To:	Cul-de-Sac										
(899)	0.06	NA		From:	15-896					NA		NA			
				To:	15-713										
(900)	0.15	50	R	From:	Dead End					NA		NA		1998	
				To:	Dead End										
(901)	0.25	50	R	From:	15-612					NA		NA		08/14/2001	
				To:	Dead End; .13 MS										
(902)	0.13	80	R	From:	15-888					NA		NA		08/20/2001	
				To:	Cul-de-Sac										
(902)	0.13	80	R	From:	15-600					NA		NA		07/17/2001	
				To:	15-655										
(903)	0.35	100	R	From:	Dead End					NA		NA		1998	
				To:	Dead End										
(904)	0.30	130	R	From:	15-682					NA		NA		1998	
				To:	US 29										
(905)	0.25	80	R	From:	15-907					NA		NA		08/27/2001	
				To:											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
907	0.06	60	R	From:	15-906					NA		NA		08/27/2001	
				To:	15-696										
908	0.67	70	R	From:	Dead End; .67 MN					NA		NA		08/20/2001	
				To:	15-888										
908	0.22	70	R	From:	15-888					NA		NA		08/20/2001	
				To:	Dead End; .22 MS										
909	0.11	150	R	From:	15-696					NA		NA		07/18/2001	
				To:	15-700										
910	0.68	70	R	From:	US 501					NA		NA		1998	
				To:	Dead End										
911	0.08	70	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-622										
912	0.68	300	R	From:	15-750					NA		NA		08/27/2001	
				To:	US 29										
913	0.05	8	R	From:	15-646					NA		NA		1998	
				To:	0.05 ME 15-646										
913	0.15	2	R	From:	0.06 ME 15-646					NA		NA		1998	
				To:	Dead End										
914	1.00	150	R	From:	Dead End					NA		NA		08/20/2001	
				To:	15-696										
915	0.25	60	R	From:	Dead End					NA		NA		1998	
				To:	15-692										
916	0.12	70	R	From:	Dead End					NA		NA		1998	
				To:	US 501										
917	1.63	970	R	From:	US 501 SOUTH					NA		NA		1998	
				To:	15-605										
917	0.91	1000	R	From:	15-605					NA		NA		1998	
				To:	US 501 NORTH										
918	0.25	120	R	From:	15-752					NA		NA		05/30/2001	
				To:	Dead End										
919	0.50	70	R	From:	15-615					NA		NA		07/10/2001	
				To:	Dead End										
920	0.45	60	R	From:	Dead End					NA		NA		1998	
				To:	15-696										
921	0.48	170	R	From:	15-670					NA		NA		08/29/2001	
				To:	Dead End										
923	0.24	90	R	From:	Dead End					NA		NA		08/20/2001	
				To:	US 29										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
924	0.22	60	R	From:	US 29					NA		NA		1998	
				To:	Dead End										
925	0.39	160	R	From:	15-605					NA		NA		08/14/2001	
				To:	Dead End										
926	0.14	50	R	From:	15-721					NA		NA		07/09/2001	
				To:	Dead End										
927	0.15	130	R	From:	15-648					NA		NA		07/17/2001	
				To:	Dead End										
Town of Brookneal															
928	0.05	110	R	From:	Dead End					NA		NA		1998	
				To:	US 501										
Campbell County															
929	0.10	80	R	From:	15-725					NA		NA		1998	
				To:	Dead End										
930	0.15	120	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-680										
931	0.35	40	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-651										
932	0.22	100	R	From:	15-652					NA		NA		08/14/2001	
				To:	Dead End										
933	0.03	20	R	From:	Dead End					NA		NA		1998	
				To:	US 501										
934	0.20	80	R	From:	Dead End					NA		NA		08/20/2001	
				To:	15-811										
936	0.10	70	R	From:	Dead End					NA		NA		1998	
				To:	15-682										
937	0.61	160	R	From:	Dead End					NA		NA		07/10/2001	
				To:	15-615										
939	0.07	130	R	From:	US 29					NA		NA		08/27/2001	
				To:	Dead End										
941	0.30	50	R	From:	Dead End					NA		NA		1998	
				To:	15-680										
942	0.25	450	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-648										
943	0.25	70	R	From:	Dead End					NA		NA		07/17/2001	
				To:	15-602										
944	0.43	60	R	From:	Dead End					NA		NA		07/16/2001	
				To:	15-694										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
945	0.10	20	R	From:	Dead End					NA		NA		1993	
				To:	15-640										
946	0.10	60	R	From:	Dead End					NA		NA		08/20/2001	
				To:	15-633										
947	0.40	80	R	From:	15-701					NA		NA		1998	
				To:	Dead End										
950	0.20	70	R	From:	15-690					NA		NA		1998	
				To:	Dead End										
960	0.08	70	R	From:	Dead End					NA		NA		1998	
				To:	15-670										
960	0.20	70	R	From:	Dead End					NA		NA		1998	
				To:	Dead End										
970	0.15	NA		From:	Dead End					NA		NA			
				To:	US 501										
972	0.16	140	R	From:	05-600					NA		NA		1998	
				To:	Dead End										
1000	0.11	360	R	From:	15-681					NA		NA		1998	
				To:	Dead End										
1001	0.25	100	R	From:	Dead End					NA		NA		07/09/2001	
				To:	SR 24										
1002	0.27	100	R	From:	SR 24					NA		NA		09/18/2001	
				To:	Dead End										
1003	0.08	40	R	From:	Cul-de-Sac					NA		NA		09/18/2001	
				To:	15-1002										
1005	0.01	30	R	From:	Dead End					NA		NA		09/25/2001	
				To:	15-1006										
1005	0.09	80	R	From:	15-1006					NA		NA		07/09/2001	
				To:	15-737										
1006	0.20	30	R	From:	15-1005					NA		NA		07/09/2001	
				To:	15-1007										
1007	0.01	1	R	From:	Dead End					NA		NA		09/18/2001	
				To:	15-1006										
1007	0.10	30	R	From:	15-1006					NA		NA		09/18/2001	
				To:	15-737										
1010	0.35	90	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-651										
1011	0.06	40	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-1010										
1015	0.29	NA		From:	Cul-de-Sac					NA		NA			
				To:	15-836										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1016	0.32	48	R	From:	Cul-de-Sac					NA		NA		07/26/2001	
				To:	US 460										
1017	0.20	360	R	From:	US 460					NA		NA		07/26/2001	
				To:	15-1019										
1018	0.59	160	R	From:	15-1019 SOUTH					NA		NA		07/26/2001	
				To:	15-1019 NORTH										
1019	0.09	40	R	From:	Dead End					NA		NA		07/26/2001	
				To:	15-1017										
1019	0.10	140	R	From:						NA		NA		07/26/2001	
				To:	15-1020										
1019	0.15	110	R	From:						NA		NA		07/26/2001	
				To:	15-1018 SOUTH										
1019	0.15	110	R	From:						NA		NA		07/26/2001	
				To:	15-1018 NORTH										
1019	0.18	70	R	From:						NA		NA		07/26/2001	
				To:	Dead End										
1020	0.07	90	R	From:	Cul-de-Sac					NA		NA		07/26/2001	
				To:	15-1019										
1023	0.23	70	R	From:	15-662					NA		NA		05/30/2001	
				To:	Cul-de-Sac										
1024	0.53	200	R	From:	Cul-de-Sac					NA		NA		05/30/2001	
				To:	15-662										
1025	0.33	30	R	From:	15-1026					NA		NA		09/18/2001	
				To:	Cul-de-Sac										
1026	0.11	20	R	From:	Cul-de-Sac					NA		NA		09/18/2001	
				To:	15-1025										
1027	0.09	30	R	From:	15-1024					NA		NA		09/18/2001	
				To:	Cul-de-Sac										
1029	0.08	30	R	From:	US 501; 15-869					NA		NA		08/29/2001	
				To:	Dead End										
1030	0.13	60	R	From:	Dead End					NA		NA		08/27/2001	
				To:	15-667										
1031	0.26	NA		From:	Cul-de-Sac/					NA		NA			
				To:	15-00726(B)/										
1035	0.28	160	R	From:	US 460					NA		NA		07/24/2001	
				To:	Cul-de-Sac										
1040	0.16	240	R	From:	Cul-de-Sac					NA		NA		05/30/2001	
				To:	15-799										
1043	0.42	380	R	From:	Cul-de-Sac					NA		NA		08/01/2001	
				To:	15-623										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1044)	0.34	280	R	From:	15-1043					NA		NA		08/01/2001	
				To:	Cul-de-Sac										
(1045)	0.22	450	R	From:	15-1044					NA		NA		08/01/2001	
				To:	15-1045										
(1046)	0.08	70	R	From:						NA		NA		08/01/2001	
				To:	Cul-de-Sac										
Town of Brookneal															
(1101)	0.29	780	R	From:	US 501					NA		NA		08/08/2001	
				To:											
(1101)	0.05	260	R	From:	15-1130					NA		NA		08/08/2001	
				To:											
(1101)	0.09	20	R	From:	0.06 ME 15-1130					NA		NA		1998	
				To:	Dead End										
(1102)	0.04	450	R	From:	15-1147					NA		NA		1998	
				To:	15-1111										
(1102)	0.10	1900	R	From:						NA		NA		1998	
				To:	15-1125										
(1102)	0.48	1300	R	From:						NA		NA		1998	
				To:	15-1133										
(1102)	0.10	330	R	From:						NA		NA		1998	
				To:	0.10 ME 15-1133										
(1102)	0.14	300	R	From:						NA		NA		1998	
				To:	Dead End										
(1103)	0.05	260	R	From:	15-1104					NA		NA		08/14/2001	
				To:	15-1135										
(1103)	0.06	600	R	From:						NA		NA		08/08/2001	
				To:	US 501										
(1103)	0.06	1300	R	From:						NA		NA		08/14/2001	
				To:	15-1141										
(1103)	0.08	800	R	From:						NA		NA		08/14/2001	
				To:	15-1111										
(1104)	0.09	110	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-1120										
(1104)	0.23	90	R	From:						NA		NA		08/14/2001	
				To:	15-1103										
(1104)	0.07	60	R	From:						NA		NA		08/14/2001	
				To:	15-1128										
(1105)	0.09	50	R	From:	US 501					NA		NA		07/31/2001	
				To:	15-1132										
(1105)	0.09	60	R	From:						NA		NA		1995	
				To:	15-1130										
(1105)	0.06	90	R	From:						NA		NA		08/08/2001	
				To:	Dead End										
(1106)	0.14	50	R	From:	Dead End					NA		NA		08/08/2001	
				To:	15-1124										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
(1106)	0.16	220	R	From:	15-1124					NA		NA		08/08/2001	
				To:	US 501										
(1107)	0.03	40	R	From:	Dead End					NA		NA		1993	
				To:	15-1125										
(1107)	0.14	70	R	From:	15-1137					NA		NA		07/31/2001	
				To:	15-1102										
(1107)	0.17	250	R	From:	US 501					NA		NA		07/31/2001	
				To:	15-1132										
(1108)	0.12	170	R	From:	Dead End					NA		NA		07/31/2001	
				To:	US 501										
(1108)	0.04	30	R	From:	15-1132					NA		NA		07/31/2001	
				To:	Dead End										
(1109)	0.13	110	R	From:	US 501					NA		NA		07/31/2001	
				To:	15-1132										
(1110)	0.26	80	R	From:	Dead End					NA		NA		07/31/2001	
				To:	15-1134										
(1110)	0.06	120	R	From:	15-1102					NA		NA		07/31/2001	
				To:	US 501										
(1111)	0.23	2000	R	From:	US 501					NA		NA		1998	
				To:	15-1115; 15-1138										
(1111)	0.27	3000	R	From:	SR 40					NA		NA		1998	
				To:	US 501										
(1112)	0.06	580	R	From:	15-1141					NA		NA		07/31/2001	
				To:	Dead End										
(1112)	0.06	140	R	From:	SR 40					NA		NA		07/31/2001	
				To:	Dead End										
(1113)	0.24	120	R	From:	15-1143					NA		NA		08/08/2001	
				To:	15-1121										
(1114)	0.07	30	R	From:	SR 40					NA		NA		08/08/2001	
				To:	15-1144										
(1114)	0.11	100	R	From:	US 501					NA		NA		08/08/2001	
				To:	15-1117										
(1115)	0.28	320	R	From:	15-1111; 15-1138					NA		NA		1998	
				To:	US 501										
(1115)	0.17	510	R	From:	15-1132					NA		NA		07/31/2001	
				To:	0.06 ME 15-1132										
(1116)	0.08	190	R	From:	15-1145					NA		NA		07/31/2001	
				To:											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
1116	0.03	300	R	From:	15-1145					NA		NA		07/31/2001	
				To:	Cul-de-Sac										
1117	0.09	45	R	From:	15-1115					NA		NA		1998	
				To:	Dead End										
1118	0.09	460	R	From:	US 501					NA		NA		08/14/2001	
				To:	Dead End										
1119	0.09	60	R	From:	SR 40					NA		NA		08/06/2001	
				To:	15-1114										
1119	0.06	40	R	From:	15-1114					NA		NA		08/06/2001	
				To:	15-1132										
1120	0.03	20	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-1104										
1121	0.08	150	R	From:	SR 40					NA		NA		08/06/2001	
				To:	15-1114										
1122	0.07	46	R	From:	15-601					NA		NA		07/31/2001	
				To:	15-1123										
1122	0.05	30	R	From:	15-1123					NA		NA		07/31/2001	
				To:	Dead End										
1123	0.15	40	R	From:	15-601					NA		NA		07/31/2001	
				To:	15-1122										
1124	0.06	160	R	From:	Dead End					NA		NA		08/08/2001	
				To:	15-1106										
1125	0.17	100	R	From:	15-1107					NA		NA		07/31/2001	
				To:	15-1137										
1125	0.19	200	R	From:	15-1137					NA		NA		07/31/2001	
				To:	15-1102										
1126	0.10	80	R	From:	15-849					NA		NA		07/31/2001	
				To:	15-1127										
1127	0.15	50	R	From:	15-1126					NA		NA		07/31/2001	
				To:	Dead End										
1128	0.05	60	R	From:	15-1104					NA		NA		08/14/2001	
				To:	US 501										
1129	0.10	20	R	From:	SR 40					NA		NA		08/06/2001	
				To:	15-1144										
1130	0.02	140	R	From:	15-1148					NA		NA		1998	
				To:	15-1139										
1130	0.05	100	R	From:	15-1139					NA		NA		1998	
				To:	15-1131										
1130	0.06	180	R	From:	15-1131					NA		NA		1998	
				To:	15-1101										

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						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
(1130)	0.06	100	R	From:	15-1101					NA		NA		1998	
				To:	15-1105										
(1130)	0.04	49	R	From:						NA		NA		1998	
				To:	Dead End										
(1131)	0.25	190	R	From:	15-1130					NA		NA		08/06/2001	
				To:	15-1136										
(1131)	0.06	210	R	From:						NA		NA		08/06/2001	
				To:	SR 40										
(1132)	0.05	40	R	From:	15-1116					NA		NA		07/31/2001	
				To:	15-1108										
(1132)	0.11	60	R	From:						NA		NA		07/31/2001	
				To:	15-1105										
(1132)	0.06	70	R	From:						NA		NA		08/06/2001	
				To:	15-1101										
(1132)	0.11	120	R	From:						NA		NA		08/06/2001	
				To:	15-1139										
(1132)	0.06	110	R	From:						NA		NA		08/05/2001	
				To:	15-1143										
(1132)	0.08	110	R	From:						NA		NA		08/06/2001	
				To:	15-1119										
(1132)	0.07	110	R	From:						NA		NA		08/06/2001	
				To:	SR 40										
(1132)	0.07	90	R	From:						NA		NA		08/06/2001	
				To:	0.07 ME SR 40										
(1132)	0.01	10	R	From:						NA		NA		08/06/2001	
				To:	0.08 ME SR 40										
(1132)	0.02	10	R	From:						NA		NA		08/06/2001	
				To:	15-1144										
(1133)	0.27	80	R	From:	15-1102					NA		NA		07/31/2001	
				To:	Dead End										
(1134)	0.09	45	R	From:	Dead End					NA		NA		07/31/2001	
				To:	15-1110										
(1135)	0.09	180	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-1103										
(1136)	0.03	10	R	From:	Dead End					NA		NA		1998	
				To:	15-1131										
(1137)	0.09	80	R	From:	15-1125					NA		NA		07/31/2001	
				To:	15-1107										
(1137)	0.04	48	R	From:						NA		NA		07/31/2001	
				To:	15-1142										
(1138)	0.12	1700	R	From:	Dead End					NA		NA		07/31/2001	
				To:	15-1111; 15-1115										
(1139)	0.15	80	R	From:	US 501					NA		NA		1998	
				To:	15-1132										

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						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
(1139)	0.05	110	R	From:	15-1132					NA		NA		1998	
				To:	15-1140										
(1139)	0.07	130	R	From:						NA		NA		1998	
				To:	15-1130										
(1140)	0.11	20	R	From:	15-1101					NA		NA		07/31/2001	
				To:	15-1139										
(1140)	0.06	20	R	To:	15-1143					NA		NA		07/31/2001	
				From:	15-1112										
(1141)	0.07	130	R							NA		NA		07/31/2001	
				To:	15-1103										
(1141)	0.05	450	R	To:	Dead End					NA		NA		07/31/2001	
				From:	Dead End										
(1142)	0.07	40	R							NA		NA		07/31/2001	
				To:	15-1137										
(1142)	0.15	140	R	To:	15-1102					NA		NA		07/31/2001	
				From:	15-1114										
(1143)	0.05	20	R							NA		NA		08/06/2001	
				To:	15-1132										
(1143)	0.05	20	R	To:	15-1140					NA		NA		08/06/2001	
				From:	15-1129										
(1144)	0.06	30	R	To:	15-1114					NA		NA		08/06/2001	
				To:	15-1132										
(1145)	0.20	130	R	From:	US 501					NA		NA		07/31/2001	
				To:	15-1146										
(1145)	0.11	10	R	To:	15-1116					NA		NA		07/31/2001	
				From:	Dead End										
(1146)	0.12	130	R	To:	15-1145					NA		NA		07/31/2001	
				From:	15-1103										
(1147)	0.02	220	R	To:	15-1102					NA		NA		08/14/2001	
				From:	15-1130										
(1148)	0.05	140	R	To:	Dead End					NA		NA		1998	
				From:	US 501										
(1149)	0.35	220	R	To:	Dead End					NA		NA		08/14/2001	
				Campbell County											
(1150)	0.28	80	R	From:	Cul-de-Sac					NA		NA		07/18/2001	
				To:	SR 24										
(1155)	0.32	220	R	From:	Cul-de-Sac					NA		NA		08/22/2001	
				To:	15-683										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1160)	0.34	130	R	From:	15-682					NA		NA		08/22/2001	
				To:	Cul-de-Sac										
(1164)	0.72	NA		From:	15-00684(B)/					NA		NA			
				To:	Cul-de-Sac/										
(1190)	0.23	80	R	From:	US 29					NA		NA		08/22/2001	
				To:	Cul-de-Sac										
(1312)	0.15	60	R	From:	15-733					NA		NA		07/18/2001	
				To:	Dead End										
(1318)	0.56	310	R	From:	Dead End					NA		NA		07/24/2001	
				To:	15-714										
(1326)	0.17	70	R	From:	Dead End					NA		NA		07/24/2001	
				To:	SR 43										
(1328)	0.17	10	R	From:	15-712					NA		NA		08/27/2001	
				To:	Dead End										
(1330)	0.07	70	R	From:	15-1332					NA		NA		07/24/2001	
				To:	Cul-de-Sac										
(1331)	0.13	110	R	From:	Dead End					NA		NA		07/16/2001	
				To:	15-710										
(1332)	0.16	260	R	From:	15-1337					NA		NA		07/24/2001	
				To:	15-1333										
(1332)	0.28	510	R	From:	15-1333					NA		NA		07/24/2001	
				To:	FR-626										
(1333)	0.11	100	R	From:	Dead End					NA		NA		07/24/2001	
				To:	15-1335										
(1333)	0.12	180	R	From:	15-1335					NA		NA		07/24/2001	
				To:	15-1332										
(1334)	0.08	30	R	From:	15-1332					NA		NA		07/24/2001	
				To:	Cul-de-Sac										
(1335)	0.08	50	R	From:	15-1333					NA		NA		07/24/2001	
				To:	Cul-de-Sac										
(1336)	0.13	60	R	From:	15-1332					NA		NA		07/24/2001	
				To:	Cul-de-Sac										
(1337)	0.24	120	R	From:	Cul-de-Sac					NA		NA		07/24/2001	
				To:	15-1332										
(1338)	0.44	160	R	From:	15-1339					NA		NA		07/24/2001	
				To:	15-896										
(1339)	0.47	80	R	From:	15-1338					NA		NA		07/24/2001	
				To:	Cul-de-Sac										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1340)	0.08	120	R	From:	15-699					NA		NA		08/27/2001	
				To:	15-1341										
(1341)	0.04	48	R	From:	Dead End					NA		NA		08/27/2001	
				To:	15-1340										
(1341)	0.05	50	R	From:	Dead End					NA		NA		08/27/2001	
				To:	Dead End										
(1345)	0.12	250	R	From:	15-692					NA		NA		08/20/2001	
				To:	Dead End										
(1400)	0.74	160	R	From:	15-623					NA		NA		1998	
				To:	Bedford County Line										
(1401)	0.50	80	R	From:	15-1581					NA		NA		1998	
				To:	15-1404										
(1401)	0.09	240	R	From:	15-1403					NA		NA		1998	
				To:	15-1403										
(1401)	0.12	200	R	From:	15-681					NA		NA		1998	
				To:	Dead End										
(1402)	0.18	140	R	From:	15-1403					NA		NA		08/14/2001	
				To:	15-681										
(1402)	0.10	310	R	From:	15-1401					NA		NA		08/14/2001	
				To:	15-1402										
(1403)	0.15	100	R	From:	15-1401					NA		NA		08/14/2001	
				To:	Dead End										
(1404)	0.03	30	R	From:	Cul-de-Sac					NA		NA		08/14/2001	
				To:	15-858										
(1407)	0.14	130	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-1421										
(1408)	0.13	590	R	From:	15-679					NA		NA		08/27/2001	
				To:	15-1416										
(1408)	0.20	860	R	From:	Dead End					NA		NA		08/27/2001	
				To:	Cul-de-Sac										
(1408)	0.35	250	R	From:	15-681					NA		NA		08/14/2001	
				To:	15-679										
(1408)	0.20	70	R	From:	0.37 MN 15-679					NA		NA		08/27/2001	
				To:	15-1408										
(1410)	0.31	140	R	From:	SCL LYNCHBURG					NA		NA		08/29/2001	
				To:	SCL LYNCHBURG										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1419	0.40	350	R	From:	15-677					NA		NA		08/29/2001	
				To:	15-1420										
1419	0.09	90	R	From:						NA		NA		08/29/2001	
				To:	Dead End										
1420	0.07	30	R	From:	15-1419					NA		NA		1998	
				To:	Dead End										
1421	0.19	130	R	From:	15-1408					NA		NA		08/27/2001	
				To:	15-1422										
1422	0.30	170	R	From:	Dead End					NA		NA		08/27/2001	
				To:	15-1421										
1422	0.10	190	R	From:						NA		NA		08/27/2001	
				To:	15-679										
1423	0.63	160	R	From:	15-1423 BEGIN LOOP					NA		NA		08/29/2001	
				To:	15-1424										
1423	0.06	320	R	From:						NA		NA		08/29/2001	
				To:	15-1423 END LOOP										
1423	0.07	370	R	From:						NA		NA		1998	
				To:	15-677										
1424	0.03	40	R	From:	15-1423					NA		NA		1998	
				To:	Cul-de-Sac										
1425	0.57	250	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-677										
1426	0.09	180	R	From:	15-1423					NA		NA		1998	
				To:	15-1425										
1428	0.16	340	R	From:	ECL LYNCHBURG					NA		NA		08/29/2001	
				To:	15-1431										
1429	0.32	40	R	From:	SCL LYNCHBURG					NA		NA		08/29/2001	
				To:	SCL LYNCHBURG										
1430	0.06	8	R	From:	Dead End					NA		NA		08/27/2001	
				To:	US 29										
1431	0.06	110	R	From:	Dead End					NA		NA		08/29/2001	
				To:	15-1428										
1431	0.09	120	R	From:						NA		NA		08/29/2001	
				To:	Dead End										
1433	0.28	480	R	From:	Dead End					NA		NA		08/27/2001	
				To:	US 29										
1450	0.35	110	R	From:	Dead End					NA		NA		1998	
				To:	15-680										
1471	0.11	100	R	From:	15-670					NA		NA		08/29/2001	
				To:	15-1472										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1472)	0.05	8	R	From:	15-1471					NA		NA		1998	
				To:	Cul-de-Sac										
(1473)	0.70	190	R	From:	Dead End					NA		NA		1998	
				To:	15-670										
(1480)	0.14	110	R	From:	15-677					NA		NA		1998	
				To:	15-670										
(1481)	0.55	190	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-1483										
(1481)	0.27	260	R	From:						NA		NA		1998	
(1481)	0.07	380	R	To:	15-1482					NA		NA		1998	
				From:	15-670										
(1482)	0.04	6	R	To:	Dead End					NA		NA		1998	
				From:	15-1481										
(1483)	0.04	120	R	To:	Dead End					NA		NA		1998	
				From:	15-1481										
(1497)	0.29	NA		From:	Bedford County Line					NA		NA			
				To:	Cul-de-Sac										
(1498)	0.10	NA		From:	Bedford County Line					NA		NA			
				To:	Cul-de-Sac										
(1499)	0.07	NA		From:	09-1500					NA		NA			
				To:	15-1498										
(1500)	0.04	30	R	From:	Dead End					NA		NA		08/07/2001	
				To:	15-1614										
(1500)	0.07	210	R	From:						NA		NA		08/07/2001	
(1500)	0.06	10	R	To:	15-1580					NA		NA		08/07/2001	
				From:	Dead End										
(1501)	0.20	1200	R	From:	15-682					NA		NA		08/29/2001	
				To:	15-1502										
(1501)	0.30	830	R	From:						NA		NA		08/29/2001	
(1501)	0.46	1400	R	To:	15-1503					NA		NA		08/29/2001	
				From:	SCL LYNCHBURG										
(1502)	0.21	290	R	From:	15-1501					NA		NA		08/29/2001	
				To:	15-1540										
(1502)	0.15	110	R	From:						NA		NA		08/29/2001	
(1502)	0.02	100	R	To:	15-1541					NA		NA		08/29/2001	
				From:	15-1503										
(1502)	0.03	20	R	From:						NA		NA		08/29/2001	
				To:	Dead End										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1503)	0.07	100	R	From:	15-1501					NA		NA		08/29/2001	
				To:	15-1502										
(1504)	0.42	210	R	From:	US 460 BUS					NA		NA		1998	
				To:	Dead End										
(1505)	0.50	490	R	From:	US 460 BUS					NA		NA		08/27/2001	
				To:	15-1506										
(1505)	0.09	450	R	From:						NA		NA		08/27/2001	
(1505)	0.09	420	R	From:	15-1507					NA		NA		08/27/2001	
				To:	15-1508										
(1505)	0.08	350	R	From:						NA		NA		08/27/2001	
(1505)	0.49	80	R	From:	BEGIN LOOP					NA		NA		08/27/2001	
				To:	END LOOP										
(1506)	0.05	20	R	From:	Dead End					NA		NA		08/27/2001	
				To:	15-1505										
(1506)	0.04	20	R	From:						NA		NA		08/27/2001	
(1507)	0.04	20	R	From:	Dead End					NA		NA		08/27/2001	
				To:	15-1505										
(1507)	0.04	20	R	From:						NA		NA		08/27/2001	
(1508)	0.10	180	R	From:	15-1505					NA		NA		08/27/2001	
				To:	Dead End										
(1509)	0.12	130	R	From:	Dead End					NA		NA		08/29/2001	
				To:	15-1553										
(1509)	0.14	380	R	From:						NA		NA		08/29/2001	
(1509)	0.10	140	R	From:	15-1510					NA		NA		08/29/2001	
				To:	Cul-de-Sac										
(1510)	0.03	80	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-1553										
(1510)	0.07	130	R	From:						NA		NA		08/29/2001	
(1511)	0.27	70	R	From:	15-1544 SOUTH					NA		NA		08/29/2001	
				To:	US 460 BUS; 15-1544										
(1512)	0.11	70	R	From:	Dead End					NA		NA		08/07/2001	
				To:	US 460; 15-1580										
(1513)	0.17	150	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-622										
(1514)	0.10	360	R	From:	15-622					NA		NA		08/29/2001	
				To:	15-1579										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1514)	0.06	120	R	From:	15-1579					NA		NA		08/29/2001	
				To:	15-1578										
(1515)	0.19	230	R	From:	15-859					NA		NA		1998	
				To:	15-769										
(1516)	0.07	40	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-892										
(1517)	0.08	70	R	From:	Dead End					NA		NA		08/14/2001	
				To:	15-892										
(1518)	0.13	670	R	From:	15-1547					NA		NA		1998	
				To:	15-1564										
(1518)	0.20	920	R	From:	15-1564					NA		NA		1998	
				To:	US 460 BUS										
(1519)	0.40	200	R	From:	Dead End					NA		NA		1998	
				To:	15-622										
(1519)	0.10	460	R	From:	15-622					NA		NA		1998	
				To:	15-1574; 15-1575										
(1519)	0.13	220	R	From:	15-1574; 15-1575					NA		NA		1998	
				To:	15-1574										
(1520)	1.58	1600	R	From:	15-622					NA		NA		1998	
				To:	15-1557										
(1520)	0.48	5200	R	From:	15-1557					NA		NA		1998	
				To:	15-1551										
(1520)	0.79	8200	R	From:	15-1551					NA		NA		1998	
				To:	US 460 BUS										
(1521)	0.18	80	R	From:	15-682					NA		NA		08/29/2001	
				To:	Dead End										
(1522)	0.25	170	R	From:	15-1531; 15-1534					NA		NA		08/22/2001	
				To:	15-1520										
(1523)	0.10	100	R	From:	15-1596					NA		NA		08/29/2001	
				To:	15-1524										
(1523)	0.28	80	R	From:	15-1524					NA		NA		08/29/2001	
				To:	15-622										
(1524)	0.27	560	R	From:	15-682					NA		NA		08/29/2001	
				To:	15-1523										
(1524)	0.28	170	R	From:	15-1523					NA		NA		08/29/2001	
				To:	15-622										
(1525)	0.13	520	R	From:	15-1547					NA		NA		1998	
				To:	15-1563										
(1525)	0.20	1300	R	From:	15-1563					NA		NA		1998	
				To:	US 460 BUS										
(1526)	0.33	80	R	From:	15-835					NA		NA		08/20/2001	
				To:	15-1527										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
<div>1527</div>	0.08	1200	R	From:	Bedford County Line					NA		NA		08/20/2001	
				To:	15-1529										
<div>1527</div>	0.03	690	R	From:						NA		NA		08/20/2001	
				To:	15-1526										
<div>1527</div>	0.09	740	R	From:						NA		NA		08/20/2001	
				To:	15-835										
<div>1528</div>	0.21	210	R	From:	Dead End					NA		NA		08/27/2001	
				To:	15-859										
<div>1529</div>	0.13	750	R	From:	15-1527					NA		NA		08/20/2001	
				To:	15-1530										
<div>1529</div>	0.12	910	R	From:						NA		NA		08/20/2001	
				To:	15-622										
<div>1529</div>	0.27	760	R	From:						NA		NA		08/20/2001	
				To:	15-1573										
<div>1530</div>	0.05	70	R	From:	Dead End					NA		NA		08/20/2001	
				To:	15-1529										
<div>1531</div>	0.88	300	R	From:	15-1520 SOUTH					NA		NA		08/22/2001	
				To:	15-1520 NORTH										
<div>1532</div>	0.34	180	R	From:	15-1532 BEGIN LOOP					NA		NA		08/22/2001	
				To:	15-1533										
<div>1532</div>	0.06	1400	R	From:						NA		NA		08/22/2001	
				To:	15-1532 END LOOP										
<div>1532</div>	0.15	1200	R	From:						NA		NA		08/22/2001	
				To:	15-1535										
<div>1532</div>	0.08	1400	R	From:						NA		NA		08/22/2001	
				To:	15-1531										
<div>1532</div>	0.08	1400	R	From:						NA		NA		08/22/2001	
				To:	15-1520										
<div>1533</div>	0.04	40	R	From:	Dead End					NA		NA		08/22/2001	
				To:	15-1572										
<div>1533</div>	0.21	860	R	From:						NA		NA		08/22/2001	
				To:	15-1589										
<div>1533</div>	0.09	1000	R	From:						NA		NA		08/22/2001	
				To:	15-1532										
<div>1534</div>	0.10	130	R	From:	15-1535					NA		NA		1998	
				To:	15-1522; 15-1531										
<div>1535</div>	0.12	210	R	From:	15-1536					NA		NA		08/22/2001	
				To:	15-1534										
<div>1535</div>	0.29	220	R	From:						NA		NA		08/22/2001	
				To:	15-1532										
<div>1535</div>	0.25	50	R	From:						NA		NA		08/22/2001	
				To:	15-1531										
<div>1536</div>	0.09	50	R	From:	Dead End					NA		NA		1998	
				To:	15-1535										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1536)	0.11	370	R	From:	15-1535					NA		NA		1998	
				To:	15-1537										
(1536)	0.05	560	R	From:	15-1520					NA		NA		1998	
				To:	15-1536										
(1537)	0.05	20	R	From:	15-1536					NA		NA		1998	
				To:	Dead End										
(1538)	0.29	350	R	From:	15-682					NA		NA		08/29/2001	
				To:	15-1539										
(1539)	0.37	380	R	From:	15-1538					NA		NA		08/29/2001	
				To:	15-682										
(1540)	0.09	80	R	From:	15-1502					NA		NA		08/29/2001	
				To:	15-1542										
(1540)	0.12	160	R	From:	15-1542					NA		NA		08/29/2001	
				To:	15-1543										
(1540)	0.09	310	R	From:	15-1543					NA		NA		08/29/2001	
				To:	SCL LYNCHBURG										
(1541)	0.09	300	R	From:	15-1502					NA		NA		08/29/2001	
				To:	15-1542										
(1541)	0.10	120	R	From:	15-1542					NA		NA		08/29/2001	
				To:	15-1543										
(1541)	0.04	170	R	From:	15-1543					NA		NA		08/29/2001	
				To:	SCL LYNCHBURG										
(1542)	0.13	110	R	From:	15-1540					NA		NA		08/29/2001	
				To:	15-1541										
(1543)	0.16	70	R	From:	15-1541					NA		NA		08/29/2001	
				To:	15-1540										
(1544)	0.61	150	R	From:	15-1646					NA		NA		1998	
				To:	15-1511 SOUTH										
(1544)	0.17	560	R	From:	15-1511 SOUTH					NA		NA		1998	
				To:	US 460 BUS; 15-1511 N										
(1545)	0.08	30	R	From:	Dead End					NA		NA		1998	
				To:	15-1566										
(1545)	0.05	330	R	From:	15-1566					NA		NA		1998	
				To:	15-1565										
(1545)	0.41	820	R	From:	15-1565					NA		NA		1998	
				To:	15-877										
(1546)	0.11	70	R	From:	Dead End					NA		NA		1998	
				To:	15-1547										
(1546)	0.10	1400	R	From:	15-1547					NA		NA		1998	
				To:	15-859										
(1547)	0.75	690	R	From:	15-1518					NA		NA		1998	
				To:	15-1520										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1548	0.09	70	R	From:	Dead End					NA		NA		1998	
				To:	15-1547										
1549	0.28	300	R	From:	Dead End					NA		NA		08/20/2001	
				To:	15-622										
1550	0.22	280	R	From:	US 460 BUS					NA		NA		1998	
				To:	Dead End										
1551	0.06	40	R	From:	Dead End					NA		NA		08/29/2001	
				To:	15-1552										
1551	0.25	280	R	From:						NA		NA		08/29/2001	
				To:	15-1520										
1552	0.10	60	R	From:	15-1551					NA		NA		08/29/2001	
				To:	15-1553										
1552	0.17	790	R	From:						NA		NA		08/29/2001	
				To:	15-1520										
1553	0.09	130	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-1510										
1553	0.20	220	R	From:						NA		NA		08/29/2001	
				To:	15-1509										
1553	0.06	310	R	From:						NA		NA		08/29/2001	
				To:	15-1552										
1554	0.08	70	R	From:	Dead End					NA		NA		1998	
				To:	15-1547										
1555	0.07	70	R	From:	Dead End					NA		NA		1998	
				To:	15-1547										
1555	0.10	340	R	From:						NA		NA		1998	
				To:	15-1563										
1556	0.09	60	R	From:	Dead End					NA		NA		1998	
				To:	15-1547										
1557	0.14	2400	R	From:	15-1558					NA		NA		1998	
				To:	15-1520										
1558	0.27	330	R	From:	Bedford County Line					NA		NA		1998	
				To:	15-1598										
1558	0.17	760	R	From:						NA		NA		1998	
				To:	15-1599										
1558	0.07	830	R	From:						NA		NA		1998	
				To:	15-1598										
1558	0.08	1100	R	From:						NA		NA		1998	
				To:	15-1559										
1558	0.20	1200	R	From:						NA		NA		1998	
				To:	15-1557										
1558	0.14	1100	R	From:						NA		NA		1998	
				To:	15-1560										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1559)	0.13	140	R	From:	Dead End						NA		NA		08/29/2001
				To:	15-1558										
(1559)	0.14	460	R	From:							NA		NA		1998
				To:	15-1560										
(1559)	0.04	320	R	From:							NA		NA		1998
				To:	15-1561										
(1559)	0.39	280	R	From:							NA		NA		1998
				To:	15-1560										
(1560)	0.22	380	R	From:	15-1559						NA		NA		1998
				To:	END LOOP										
(1560)	0.05	490	R	From:							NA		NA		1998
				To:	15-1558										
(1560)	0.47	320	R	From:							NA		NA		1998
				To:	15-1559										
(1560)	0.11	320	R	From:							NA		NA		1998
				To:	BEGIN LOOP										
(1561)	0.04	10	R	From:	Dead End						NA		NA		1998
				To:	15-1559										
(1562)	0.20	150	R	From:	Dead End						NA		NA		1998
				To:	US 460 BUS										
(1563)	0.11	790	R	From:	15-1525						NA		NA		1998
				To:	BEGIN LOOP										
(1563)	0.13	590	R	From:							NA		NA		1998
				To:	15-1555										
(1563)	0.26	310	R	From:							NA		NA		1998
				To:	15-1567										
(1563)	0.05	340	R	From:							NA		NA		1998
				To:	END LOOP										
(1564)	0.03	30	R	From:	Dead End						NA		NA		1998
				To:	15-1518										
(1565)	0.15	110	R	From:	15-1545						NA		NA		1998
				To:	Dead End										
(1566)	0.18	140	R	From:	Dead End						NA		NA		1998
				To:	15-1545										
(1567)	0.04	10	R	From:	15-1563						NA		NA		1998
				To:	Dead End										
(1568)	0.10	320	R	From:	15-1570						NA		NA		1998
				To:	15-1569										
(1568)	0.20	560	R	From:							NA		NA		1998
				To:	15-682										
(1569)	0.09	130	R	From:	Dead End						NA		NA		1998
				To:	15-1568										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1570)	0.13	120	R	From:	Cul-de-Sac					NA		NA		1998	
(1570)	0.15	730	R	To:	15-1568					NA		NA		1998	
(1570)	0.14	570	R	From:	15-877					NA		NA		1998	
(1570)	0.04	250	R	To:	15-1597					NA		NA		1998	
				To:	Dead End										
(1571)	0.28	690	R	From:	15-622 EAST					NA		NA		08/22/2001	
(1571)	0.50	220	R	To:	15-1573 EAST					NA		NA		08/22/2001	
(1571)	0.28	1200	R	From:	15-1573 WEST					NA		NA		08/22/2001	
				To:	15-622 WEST										
(1572)	0.01	2	R	From:	Dead End					NA		NA		08/22/2001	
(1572)	0.13	1100	R	To:	15-1573					NA		NA		08/22/2001	
				To:	15-1533										
(1573)	0.02	400	R	From:	Bedford County Line					NA		NA		08/22/2001	
(1573)	0.08	1100	R	To:	15-1571 WEST					NA		NA		08/22/2001	
(1573)	0.08	710	R	From:	15-1571 EAST					NA		NA		08/22/2001	
(1573)	0.06	790	R	To:	15-1529					NA		NA		08/22/2001	
				To:	15-1572										
(1574)	0.20	40	R	From:	15-1575					NA		NA		08/20/2001	
(1574)	0.14	150	R	To:	15-1519					NA		NA		08/20/2001	
(1574)	0.11	60	R	From:	15-1576					NA		NA		08/20/2001	
				To:	15-1519; 15-1575										
(1575)	0.05	40	R	From:	Cul-de-Sac					NA		NA		1998	
(1575)	0.06	150	R	To:	15-1574					NA		NA		1998	
				To:	15-1519; 15-1574										
(1576)	0.03	20	R	From:	15-1574					NA		NA		08/20/2001	
				To:	Dead End										
(1577)	0.35	50	R	From:	15-1579					NA		NA		08/29/2001	
(1577)	0.09	170	R	To:	15-1578					NA		NA		08/29/2001	
				To:	15-622										
(1578)	0.17	50	R	From:	15-1577					NA		NA		08/29/2001	
				To:	15-1514										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1579)	0.06	160	R	From:	15-1514						NA		NA		08/29/2001
				To:	15-1577										
(1579)	0.08	120	R	From:	15-1577						NA		NA		08/29/2001
				To:	Dead End										
(1580)	0.34	3300	R	From:	15-1581						NA		NA		08/07/2001
				To:	15-858										
(1580)	0.02	10000	R	From:	15-858						NA		NA		1998
				To:	US 460; 15-1512										
(1581)	0.03	30	R	From:	Dead End						NA		NA		08/07/2001
				To:	15-1584										
(1581)	0.13	380	R	From:	15-1584						NA		NA		08/07/2001
				To:	15-1583										
(1581)	0.07	2200	R	From:	15-1583						NA		NA		08/07/2001
				To:	15-1401										
(1581)	0.03	2300	R	From:	15-1401						NA		NA		08/07/2001
				To:	15-1582										
(1581)	0.10	2600	R	From:	15-1582						NA		NA		08/07/2001
				To:	15-1588										
(1581)	0.13	2900	R	From:	15-1588						NA		NA		08/07/2001
				To:	15-1580										
(1582)	0.09	180	R	From:	15-1583						NA		NA		07/10/2001
				To:	15-1586										
(1582)	0.22	360	R	From:	15-1586						NA		NA		07/10/2001
				To:	15-1585										
(1582)	0.24	550	R	From:	15-1585						NA		NA		07/10/2001
				To:	15-1581										
(1583)	0.01	20	R	From:	Dead End						NA		NA		08/01/2001
				To:	15-1590										
(1583)	0.06	320	R	From:	15-1590						NA		NA		08/01/2001
				To:	15-1587										
(1583)	0.11	480	R	From:	15-1587						NA		NA		08/01/2001
				To:	15-1582										
(1583)	0.22	430	R	From:	15-1582						NA		NA		08/01/2001
				To:	15-1585										
(1583)	0.23	1800	R	From:	15-1585						NA		NA		08/01/2001
				To:	15-1581										
(1584)	0.24	180	R	From:	15-1585						NA		NA		08/07/2001
				To:	15-1581										
(1585)	0.35	140	R	From:	15-1590						NA		NA		07/10/2001
				To:	15-1615										
(1585)	0.06	1300	R	From:	15-1615						NA		NA		07/10/2001
				To:	15-1584										
(1585)	0.10	1200	R	From:	15-1584						NA		NA		07/10/2001
				To:	15-1583										
(1585)	0.09	220	R	From:	15-1583						NA		NA		07/10/2001
				To:	15-1582										

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1586	0.06	80	R	From:	Cul-de-Sac					NA		NA		07/10/2001	
				To:	15-1582										
1587	0.37	490	R	From:	15-623; 15-871					NA		NA		07/10/2001	
				To:	15-1592										
1587	0.07	320	R	From:						NA		NA		07/10/2001	
				To:	15-1591										
1587	0.21	270	R	From:						NA		NA		07/10/2001	
				To:	15-1583										
1588	0.03	220	R	From:	15-1581					NA		NA		08/14/2001	
				To:	Dead End; Gap Terminus										
1588	0.30	120	R	From:						NA		NA		08/14/2001	
				To:	Dead End										
1589	0.27	60	R	From:	15-1533 SOUTH					NA		NA		08/22/2001	
				To:	15-1533 NORTH										
1589	0.05	30	R	From:						NA		NA		08/22/2001	
				To:	Dead End										
1590	0.06	60	R	From:	Cul-de-Sac					NA		NA		08/01/2001	
				To:	15-1615										
1590	0.17	180	R	From:						NA		NA		08/01/2001	
				To:	15-1585										
1590	0.13	240	R	From:						NA		NA		08/01/2001	
				To:	15-1583										
1591	0.19	200	R	From:	15-1587					NA		NA		07/10/2001	
				To:	Dead End										
1592	0.04	80	R	From:	Dead End					NA		NA		07/10/2001	
				To:	15-1587										
1594	0.27	40	R	From:	15-623					NA		NA		08/22/2001	
				To:	Dead End										
1595	0.03	300	R	From:	Bedford County Line					NA		NA		08/20/2001	
				To:	15-1527										
1595	0.02	260	R	From:						NA		NA		08/20/2001	
				To:	Dead End										
1596	0.06	40	R	From:	Dead End					NA		NA		08/29/2001	
				To:	15-1523										
1596	0.13	70	R	From:						NA		NA		08/29/2001	
				To:	Dead End										
1597	0.12	460	R	From:	15-1570					NA		NA		1998	
				To:	15-877										
1597	0.06	840	R	From:						NA		NA		1998	
				To:	15-682										
1598	0.16	1100	R	From:	Bedford County Line					NA		NA		1998	
				To:	15-1558 SOUTH										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1598)	0.26	1000	R	From:	15-1558 SOUTH					NA		NA		08/29/2001	
				To:	15-1558 NORTH										
(1598)	0.10	80	R	From:						NA		NA		1998	
				To:	Dead End										
(1599)	0.06	170	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-1558										
(1600)	0.34	740	R	From:	15-682					NA		NA		08/29/2001	
				To:	Dead End										
(1601)	0.26	240	R	From:	15-622					NA		NA		08/22/2001	
				To:	15-1604										
(1601)	0.20	240	R	From:						NA		NA		08/22/2001	
				To:	15-1602										
(1601)	0.08	80	R	From:						NA		NA		08/22/2001	
				To:	Cul-de-Sac										
(1602)	0.09	240	R	From:	15-1603					NA		NA		08/22/2001	
				To:	15-1601										
(1602)	0.14	630	R	From:						NA		NA		08/22/2001	
				To:	US 29										
(1603)	0.14	220	R	From:	15-1604					NA		NA		08/22/2001	
				To:	15-1602										
(1604)	0.17	100	R	From:	Dead End					NA		NA		08/22/2001	
				To:	15-1603										
(1604)	0.19	80	R	From:						NA		NA		08/22/2001	
				To:	15-1601										
(1605)	0.45	70	R	From:	Dead End					NA		NA		1998	
				To:	15-622										
(1606)	0.19	90	R	From:	15-738					NA		NA		1998	
				To:	Cul-de-Sac										
(1607)	0.11	200	R	From:	15-1616					NA		NA		08/01/2001	
				To:	15-1608										
(1607)	0.08	50	R	From:						NA		NA		08/07/2001	
				To:	Dead End										
(1608)	0.12	100	R	From:	Cul-de-Sac					NA		NA		08/07/2001	
				To:	15-1609										
(1608)	0.09	180	R	From:						NA		NA		08/07/2001	
				To:	15-1607										
(1609)	0.07	49	R	From:	15-1608					NA		NA		08/07/2001	
				To:	Cul-de-Sac										
(1610)	0.65	520	R	From:	END LOOP					NA		NA		08/14/2001	
				To:	15-858										
(1611)	0.05	46	R	From:	15-1610					NA		NA		08/14/2001	
				To:	Cul-de-Sac										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1612	0.04	40	R	From:	15-1610					NA		NA		08/14/2001	
				To:	Cul-de-Sac										
1613	0.08	100	R	From:	Cul-de-Sac					NA		NA		08/14/2001	
				To:	15-1610										
1614	0.15	140	R	From:	Dead End					NA		NA		08/07/2001	
				To:	15-1500										
1615	0.11	180	R	From:	15-1590					NA		NA		07/10/2001	
				To:	15-1617										
1615	0.15	490	R	From:	15-1617					NA		NA		07/10/2001	
				To:	15-1616										
1615	0.15	1000	R	From:	15-1616					NA		NA		07/10/2001	
				To:	15-1585										
1616	0.11	620	R	From:	15-1615					NA		NA		08/01/2001	
				To:	15-1607										
1616	0.05	320	R	From:	15-1618					NA		NA		08/01/2001	
				To:	15-1619										
1616	0.11	210	R	From:	15-1619					NA		NA		08/01/2001	
				To:	15-1619										
1617	0.12	220	R	From:	15-1618					NA		NA		07/10/2001	
				To:	15-1615										
1617	0.13	310	R	From:	15-1617					NA		NA		08/01/2001	
				To:	15-1616										
1618	0.17	80	R	From:	Dead End					NA		NA		08/01/2001	
				To:	15-1617										
1619	0.18	140	R	From:	15-1616					NA		NA		08/01/2001	
				To:	Cul-de-Sac										
1620	0.14	260	R	From:	15-1621					NA		NA		08/29/2001	
				To:	15-682										
1620	0.12	920	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-1620										
1621	0.10	870	R	From:	15-1622					NA		NA		08/29/2001	
				To:	Dead End										
1622	0.11	190	R	From:	15-1621					NA		NA		08/29/2001	
				To:	Dead End										
1622	0.11	160	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-1626										
1625	0.25	180	R	From:						NA		NA		1998	
				To:											

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1625	0.08	340	R	From:	15-1626					NA		NA		1998	
				To:	15-1520										
1626	0.07	80	R	From:	15-1625					NA		NA		1998	
				To:	15-1627										
1626	0.12	270	R	From:	15-1520					NA		NA		1998	
				To:	15-1520										
1627	0.11	80	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-1626										
1630	0.04	2	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-1632										
1630	0.08	300	R	From:	15-1631					NA		NA		08/29/2001	
				To:	15-685										
1630	0.06	400	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-1630										
1631	0.13	80	R	From:	Dead End					NA		NA		08/29/2001	
				To:	15-1630										
1632	0.12	90	R	From:	15-1630					NA		NA		08/29/2001	
				To:	Dead End										
1632	0.14	130	R	From:	Cul-de-Sac					NA		NA		07/18/2001	
				To:	15-738										
1639	0.44	160	R	From:	Cul-de-Sac					NA		NA		08/29/2001	
				To:	15-1641										
1640	0.40	240	R	From:	15-738					NA		NA		08/29/2001	
				To:	15-1640										
1641	0.15	60	R	From:	15-1544					NA		NA		1998	
				To:	15-738										
1646	0.06	370	R	From:	15-1544					NA		NA		08/29/2001	
				To:	Cul-de-Sac										
1649	0.37	390	R	From:	US 460 BUS					NA		NA		1998	
				To:	Dead End										
1649	0.11	NA		From:	FORMER Dead End					NA		NA			
				To:	Dead End										
1650	0.06	1400	R	From:	15-624					NA		NA		08/22/2001	
				To:	15-1651										
1651	0.07	140	R	From:	15-1654					NA		NA		08/22/2001	
				To:	15-1653										
1651	0.09	510	R	From:	15-1652					NA		NA		08/22/2001	
				To:	15-1650										
1651	0.05	430	R	From:	15-1650					NA		NA		08/22/2001	
				To:											

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1651	0.08	1100	R	From:	15-1650					NA		NA		08/22/2001	
				To:	15-1655										
1651	0.11	1100	R	From:						NA		NA		08/22/2001	
				To:	15-1656										
1651	0.02	1000	R	From:						NA		NA		08/22/2001	
				To:	Dead End										
1652	0.12	160	R	From:	15-1651					NA		NA		08/22/2001	
				To:	Cul-de-Sac										
1653	0.09	160	R	From:	15-1651					NA		NA		08/22/2001	
				To:	Dead End										
1654	0.06	130	R	From:	15-1651					NA		NA		08/22/2001	
				To:	Cul-de-Sac										
1655	0.07	160	R	From:	15-1651					NA		NA		08/22/2001	
				To:	Dead End										
1656	0.08	280	R	From:	15-1651					NA		NA		08/22/2001	
				To:	Dead End										
1657	0.27	160	R	From:	15-770					NA		NA		08/20/2001	
				To:	15-770										
1658	0.07	NA		From:	15-01657(B)/					NA		NA			
			To:	Cul-de-Sac/											
1660	0.20	640	R	From:	15-1661					NA		NA		1998	
				To:	15-622										
1661	0.16	90	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-1663 SOUTH										
1661	0.25	190	R	From:						NA		NA		1998	
				To:	15-1664										
1661	0.33	150	R	From:						NA		NA		1998	
				To:	15-1663 NORTH										
1661	0.03	470	R	From:						NA		NA		1998	
				To:	15-1660										
1661	0.03	90	R	From:						NA		NA		1998	
				To:	15-1662										
1662	0.07	50	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-1661										
1663	0.18	660	R	From:	15-1661 SOUTH					NA		NA		08/20/2001	
				To:	15-1664										
1663	0.26	270	R	From:						NA		NA		08/20/2001	
				To:	15-1661 NORTH										
1664	0.07	60	R	From:	15-1663					NA		NA		1998	
				To:	15-1661										
1670	0.11	80	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-1671										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1670)	0.15	150	R	From:	15-1671					NA		NA		1998	
				To:	15-835										
(1670)	0.14	90	R	From:						NA		NA		1998	
				To:	Cul-de-Sac										
(1671)	0.09	60	R	From:	15-1670					NA		NA		1998	
				To:	Dead End										
(1675)	0.07	220	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	US 460 BUS										
(1701)	0.28	130	R	From:	15-1704					NA		NA		1998	
				To:	15-1703										
(1701)	0.09	250	R	From:						NA		NA		1998	
				To:	SR 24										
(1702)	0.04	3	R	From:	Dead End					NA		NA		07/18/2001	
				To:	15-1704										
(1702)	0.27	130	R	From:						NA		NA		07/18/2001	
				To:	15-1703										
(1703)	0.09	170	R	From:	15-1701					NA		NA		07/18/2001	
				To:	15-1702										
(1704)	0.08	48	R	From:	15-1701					NA		NA		07/18/2001	
				To:	15-1702										
(1708)	0.09	340	R	From:	15-646					NA		NA		1998	
				To:	15-1710										
(1708)	0.08	280	R	From:						NA		NA		1998	
				To:	15-1709										
(1708)	0.08	120	R	From:						NA		NA		1998	
				To:	15-1712										
(1708)	0.10	60	R	From:						NA		NA		1998	
				To:	Cul-de-Sac										
(1709)	0.14	90	R	From:	Dead End					NA		NA		1998	
				To:	15-1708										
(1710)	0.08	60	R	From:	Dead End					NA		NA		1998	
				To:	15-1708										
(1711)	0.20	100	R	From:	15-646					NA		NA		1998	
				To:	Dead End										
(1712)	0.21	80	R	From:	Cul-de-Sac					NA		NA		1998	
				To:	15-1708										
(1715)	0.14	120	R	From:	15-1716					NA		NA		1998	
				To:	15-1717										
(1715)	0.09	290	R	From:						NA		NA		1998	
				To:	15-646										
(1716)	0.06	70	R	From:	15-1717					NA		NA		1998	
				To:	15-1715										

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2Axle	3+Axle	1Trail	2Trail												
Campbell County															
(1717)	0.14	60	R	From:	Dead End					NA		NA		1998	
				To:	15-1716					NA		NA		1998	
(1717)	0.14	110	R	From:	15-1715					NA		NA		1998	
				To:	Dead End					NA		NA		09/18/2001	
(9069)	0.31	700	R	From:	15-636					NA		NA		09/18/2001	
				To:	US 460 BUS					NA		NA		1998	
(9070)	0.45	2300	R	From:	Dead End					NA		NA		1998	
				To:											
Town of Brookneal															
(9071)	0.09	170	R	From:	15-1101					NA		NA		09/18/2001	
				To:	Dead End										
Campbell County															
(9073)	0.17	220	R	From:	SR 24					NA		NA		1998	
				To:	SR 24										
(9074)	0.12	650	R	From:	US 501 SOUTH					NA		NA		1998	
				To:	0.12 MN US 501					NA		NA		1998	
(9074)	0.11	700	R	From:	US 501 NORTH					NA		NA		1998	
				To:	SR 24; 15-967					NA		NA			
(9075)	0.04	NA		From:	Dead End					NA		NA			
				To:	US 29					NA		NA		1998	
(9076)	0.15	770	R	From:	0.15 ME US 29					NA		NA		1998	
(9076)	0.41	520	R	From:	SR 24					NA		NA		1998	
				To:	15-682					NA		NA		09/18/2001	
(9077)	0.12	240	R	From:	Dead End					NA		NA		09/18/2001	
				To:	Dead End					NA		NA		1998	
(9488)	0.31	620	R	From:	SR 24					NA		NA		1998	
				To:											
Town of Altavista															
(9489) Ninth St	0.14	720	R	From:	Dead End					NA		NA		09/18/2001	
				To:	SR 43 Bedford Ave										
Campbell County															
(9675)	0.12	320	R	From:	SR 24; 15-9075					NA		NA		1998	
				To:	SR 24										
(9898)	0.29	1800	R	From:	US 460 BUS					NA		NA		1998	
				To:	Dead End										
City of Lynchburg															
(118) Pawnee Dr	0.86	240	F	From:	Long Meadow Dr					F	40	F	250	F	2001
				To:	Sandusky Dr										
(2178) 9Th St	0.18	1100	F	From:	Church St					C	140	F	1100	F	2001
				To:	Jefferson St										

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						2Axle	3+Axle	1Trail	2Trail						
City of Lynchburg															
3 118 Alta Lane	0.85	1600	F	From:	Del Ray Circle				0%	C	200	F	1700	F	2001
				To:	Wards Rd										
5 118 8Th St	0.59	1600	F	From:	Park Ave				0%	C	150	F	1600	F	2001
				To:	Court St										
6002 118 Trents Ferry Rd	1.88	1500	F	From:	Boonsboro Rd				0%	C	160	F	1600	F	2001
				To:	Bedford County Line										
6003 118 Link Rd	0.78	8200	F	From:	Old Forest Rd				0%	F	800	F	8500	F	2001
				To:	Cranehill Dr										
6003 118 Link Rd	1.32	7000	F	From:	Cranehill Rd				0%	F	700	F	7300	F	2001
				To:	Rivermont Ave										
6004 118 Wiggington Rd	1.04	4200	F	From:	Old Forest Rd				0%	F	540	F	4400	F	2001
				To:	Lynchburg Exp										
6004 118 Wiggington Rd	0.76	3300	F	From:	Chadwick Dr				0%	C	380	F	3400	F	2001
				To:	Hawkins Mill Rd										
6004 118 Wiggington Rd	1.82	1200	F	From:	Wiggington Rd				0%	F	140	F	1200	F	2001
				To:	Coffee Rd										
6004 118 Hawkins Mill Rd	0.36	1600	F	From:	Hawkins Mill Rd				0%	C	240	F	1700	F	2001
				To:	Boonsboro Rd										
6009 118 Graves Mill Rd	0.60	5400	F	From:	US 460 Bus Fort Ave				0%	F	620	F	5700	F	2001
				To:	Old Mill Rd										
6009 118 Graves Mill Rd	0.66	4300	F	From:	Nationwide Dr				0%	F	510	F	4500	F	2001
				To:	US 501 Lynchburg Expressway										
6009 118 Graves Mill Rd	0.27	7300	F	From:	Old Graves Mill Rd				0%	F	810	F	7600	F	2001
				To:	WCL Lynchburg 09-1425										
6012 118 Church St	0.30	4100	F	From:	Pearl St				0%	C	510	F	4200	F	2001
				To:	11Th St										
6012 118 Church St	0.40	6200	F	From:	5Th St				0%	F	630	F	6400	F	2001
				To:	Bedford Ave E INT										
6012 118 Rivermont Ave	0.90	15000	F	From:	Rivermont Ave E Int				0%	C	1500	F	16000	F	2001
				To:	Rivermont Ave W Int										
6012 118 Bedford Ave	0.96	4900	F	From:	Bedford Ave W Int				0%	C	500	F	5100	F	2001
				To:	Rivermont Terrace										
6020 118 Rivermont Ave	1.11	8900	F	From:	Bedford Ave W Int				0%	F	950	F	9300	F	2001
				To:	Bedford Ave E Int										
6022 118 Hollins Mill Rd	1.16	3500	F	From:	Bedford Ave				0%	F	380	F	3600	F	2001
				To:	Hollins St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
<div>6022</div> <div>118</div>	Federal St	0.40	4300	F	From:	Hollins St					F	410	F	4500	F	2001
					To:	5Th St										
<div>6023</div> <div>118</div>	Murrell Rd	0.37	8000	F	From:	Lakeside Dr					F	810	F	8300	F	2001
					To:	Langhorne Rd										
<div>6027</div> <div>118</div>	12th St	0.80	5600	F	From:	Kemper St					F	580	F	5900	F	2001
					To:	Clay St.										
<div>6027</div> <div>118</div>	12th St	0.25	5400	F	From:	96%					F	570	F	5600	F	2001
					To:	Commerce St.										
<div>6028</div> <div>118</div>	Commerce St	0.33	5700	F	From:	5Th St					F	660	F	5900	F	2001
					To:	10Th St										
<div>6028</div> <div>118</div>	Commerce St	0.30	3700	F	From:	96%					F	510	F	3800	F	2001
					To:	Main St										
<div>6029</div> <div>118</div>	Fort Ave	0.43	6700	F	From:	Wadsworth Ave					F	590	F	6900	F	2001
					To:	Kemper St										
<div>6029</div> <div>118</div>	Park Ave	0.28	8800	F	From:	96%					F	690	F	9100	F	2001
					To:	9Th St										
<div>6029</div> <div>118</div>	Park Ave	0.36	6500	F	From:	96%					F	550	F	6800	F	2001
					To:	5Th St										
<div>6031</div> <div>118</div>	Lakeside Dr	0.41	12000	F	From:	Oakley Ave					F	1200	F	12000	F	2001
					To:	Murrell Rd										
<div>6031</div> <div>118</div>	Lakeside Dr	0.34	5900	F	From:	96%					C	590	F	6100	F	2001
					To:	Memorial Ave										
<div>6031</div> <div>118</div>	Park Ave	0.36	7300	F	From:	86%					F	730	F	7600	F	2001
					To:	Langhorne Rd										
<div>6032</div> <div>118</div>	Main St	0.25	3400	F	From:	Florida Ave					F	380	F	3500	F	2001
					To:	Lynchburg Expressway										
<div>6032</div> <div>118</div>	Main St	0.28	9400	F	From:	Lynchburg Exp					F	1100	F	9800	F	2001
					To:	12Th St										
<div>6032</div> <div>118</div>	Main St	0.55	6800	F	From:	86%					F	740	F	7100	F	2001
					To:	5Th St										
<div>6033</div> <div>118</div>	Florida Ave	1.28	4300	F	From:	Campbell Ave					C	470	F	4400	F	2001
					To:	Augusta St										
<div>6033</div> <div>118</div>	Florida Ave	0.88	3700	F	From:	86%					F	410	F	3900	F	2001
					To:	Main St										
<div>6034</div> <div>118</div>	Martin St	0.58	1400	F	From:	Florida Ave					F	140	F	1400	F	2001
					To:	ECL Lynchburg										
<div>6035</div> <div>118</div>	Candler Mtn Rd	1.09	3000	F	From:	SCL Lynchburg						300	F	3000	F	2001
					To:	Ramp From US 460; FR 906										
<div>6035</div> <div>118</div>	Candler Mtn Rd	0.74	15000	F	From:	86%					F	1500	F	16000	F	2001
					To:	SR 128; Mayflower Drive										
<div>6036</div> <div>118</div>	Clay St	0.50	1800	F	From:	5Th St					C	190	F	1900	F	2001
					To:	12Th St										
<div>6036</div> <div>118</div>	Grace St	0.88	4800	F	From:	95%					C	520	F	5000	F	2001
					To:	Florida Ave										

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City of Lynchburg																
<div>6037</div> <div>11R</div>	Stadium Dr	0.38	4700	F	From:	Wythe St				0%	F	480	F	4900	F	2001
					To:	Carroll Ave										
<div>6038</div> <div>11R</div>	Wythe St	0.27	7700	F	From:	Fort Ave				0%	C	770	F	8000	F	2001
					To:	Stadium Dr										
<div>6040</div> <div>11R</div>	James St	0.22	4000	F	From:	Stadium Dr				0%	C	390	F	4100	F	2001
					To:	Carroll Ave										
<div>6042</div> <div>11R</div>	Cranehill Dr	1.04	2300	F	From:	Langhorne Rd				0%	C	360	F	2400	F	2001
					To:	Link Rd										
<div>6044</div> <div>11R</div>	Old Forest Rd	0.94	20000	F	From:	US 501 NW Expressway				0%	F	2100	F	21000	F	2001
					To:	Forrest Brook Rd										
<div>6044</div> <div>11R</div>	Old Forest Rd	0.45	20000	F	From:	Link Rd				0%	C	2000	F	21000	F	2001
					To:	Link Rd										
<div>6044</div> <div>11R</div>	Old Forest Rd	0.21	15000	F	From:	Link Rd				0%	F	1600	F	16000	F	2001
					To:	Link Rd										
<div>6044</div> <div>11R</div>	Old Forest Rd	1.61	10000	F	From:	Linkhorne Dr				0%	F	1100	F	11000	F	2001
					To:	Lakeside Dr										
<div>6045</div> <div>11R</div>	Greenwood Dr	0.38	3800	F	From:	Oakdale Dr				0%	C	460	F	4000	F	2001
					To:	Perrymont Ave										
<div>6045</div> <div>11R</div>	Thomas Dr	0.71	4800	F	From:	Langhorne Ln				0%	F	650	F	5100	F	2001
					To:	Oakley Ave										
<div>6045</div> <div>11R</div>	Richmond Rd	0.35	4800	F	From:	Greenwood Dr				0%	C	520	F	5000	F	2001
					To:	Oakley Ave										
<div>6046</div> <div>11R</div>	Sandusky Dr	0.77	3400	F	From:	Pawnee Dr				0%	C	410	F	3600	F	2001
					To:	Fort Ave										
<div>6046</div> <div>11R</div>	Sandusky Dr	0.49	4900	F	From:	US 29 Bus Fort Ave				0%	C	480	F	3900	F	2001
					To:	Greenwood Dr										
<div>6050</div> <div>11R</div>	Odd Fellows Rd	0.60	8700	F	From:	Lynchburg Expressway				0%	F	840	F	9000	F	2001
					To:	Mayflower Dr										
<div>6050</div> <div>11R</div>	Odd Fellows Rd	0.67	850	F	From:	Dead End				0%	C	100	F	880	F	2001
					To:	Dead End										
<div>6052</div> <div>11R</div>	Campbell Ave	0.33	7800	F	From:	12Th St				0%	C	740	F	8100	F	2001
					To:	17Th St										
<div>6052</div> <div>11R</div>	Campbell Ave	0.41	7900	F	From:	Kemper St				0%	F	790	F	8200	F	2001
					To:	Kemper St										
<div>6054</div> <div>11R</div>	Fenwick Dr	0.96	4500	F	From:	CBus 460 Fenwick & Sheffield Dr				0%	F	470	F	4700	F	2001
					To:	CBus 29 Wards Rd										
<div>6056</div> <div>11R</div>	Greenview Dr	1.29	11000	F	From:	WCL Lynchburg				0%	C	1100	F	12000	F	2001
					To:	Leesville Rd										
<div>6066</div> <div>11R</div>	Leesville Rd	1.14	7400	F	From:	SCL Lynchburg				0%	F	810	F	7700	F	2001
					To:	North St										

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City of Lynchburg																
<div>6066</div> <div>118</div>	Leesville Rd	1.15	8600	F	From:	North St				0%	C	880	F	8900	F	2001
					To:	Timberlake Rd										
<div>6071</div> <div>118</div>	Harvard St	0.08	260	F	From:	Wards Ferry Rd				0%	F	40	F	280	F	2001
					To:	College Park Dr										
<div>6072</div> <div>118</div>	Old Graves Mill Rd	1.70	11000	F	From:	Timberlake Rd				0%	C	1000	F	11000	F	2001
					To:	Graves Mill Rd										
<div>6073</div> <div>118</div>	Mcconville Rd	1.80	3700	F	From:	Graves Mill Rd				0%	C	450	F	3900	F	2001
					To:	Wyndale Dr										
<div>6073</div> <div>118</div>	Wyndale Dr	0.24	3600	F	From:	McConville Rd				0%	C	380	F	3700	F	2001
					To:	Lakeside Dr										
<div>6074</div> <div>118</div>	Evergreen Rd	0.33	2600	F	From:	Link Rd				0%	C	290	F	2700	F	2001
					To:	Indian Hill Rd										
<div>6074</div> <div>118</div>	Indian Hill Rd	0.98	2300	F	From:	Evergreen Rd				0%	F	270	F	2400	F	2001
					To:	Burnt Bridge Rd										
<div>6074</div> <div>118</div>	Burnt Bridge Rd	0.97	1800	F	From:	Indian Hill Rd				0%	C	240	F	1900	F	2001
					To:	Boonsboro Rd										
<div>6075</div> <div>118</div>	Langhorne Lane	0.34	3300	F	From:	Richmond St				0%	C	370	F	3400	F	2001
					To:	Eldon St										
<div>6075</div> <div>118</div>	Eldon St	0.07	3400	F	From:	Langhorne Ln				0%	F	380	F	3600	F	2001
					To:	Memorial Ave										
<div>6076</div> <div>118</div>	Linkhorne Rd	0.59	5400	F	From:	Old Forest Rd				0%	F	590	F	5700	F	2001
					To:	Cranehill Dr										
<div>6077</div> <div>118</div>	Jefferson St	0.41	1700	F	From:	7Th St				0%	F	220	F	1800	F	2001
					To:	Concord Tnpk										
<div>6078</div> <div>118</div>	Washington St	0.11	1200	F	From:	Main St				0%	F	140	F	1200	F	2001
					To:	Jefferson St										
<div>6078</div> <div>118</div>	Concord Tnpk	1.66	3400	F	From:	Rockwell Rd				0%	F	400	F	3500	F	2001
					To:	US 460										
<div>6080</div> <div>118</div>	Court St	0.50	1600	F	From:	12Th St				0%	F	180	F	1600	F	2001
					To:	5Th St										
<div>6081</div> <div>118</div>	Forest Brook Rd	0.92	3300	F	From:	Lakeside Dr				0%	C	390	F	3500	F	2001
					To:	Old Forest Rd										
<div>6082</div> <div>118</div>	Hill St	0.58	4000	F	From:	Old ForestT Rd				0%	F	440	F	4200	F	2001
					To:	Langhorne Rd										
<div>6083</div> <div>118</div>	Edgewood Ave	0.73	2200	F	From:	Fort Ave				0%	C	230	F	2300	F	2001
					To:	Wards Rd										
Town of Altavista																
<div>1</div> <div>162</div>	7Th St	0.43	5100	F	From:	Bedford Ave				0%	C	520	F	5100	F	2001
					To:	Franklin Ave										

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						2Axle	3+Axle	1Trail	2Trail						
Town of Altavista															
<div><div>1</div><div>162</div></div> 7Th St	0.44	2600	F	From: 97%	0%	Franklin Ave				F	290	F	2600	F	2001
<div><div>1</div><div>162</div></div> 7Th St	0.50	1800	F	To: 97%	0%	Lola Ave				F	190	F	1800	F	2001
				To: 97%	0%	US 29 Bus									
<div><div>2</div><div>162</div></div> 11th St	0.10	490	F	From: 99%	1%	Bedford Ave				C	60	F	490	F	2001
				To: 99%	1%	Broad St									
<div><div>3</div><div>162</div></div> 12th St	0.08	30	F	From: 93%	4%	Dead End				C	10	F	30	F	2001
				To: 93%	4%	Franklin Ave									
<div><div>4</div><div>162</div></div> Avondale Dr	0.17	2500	F	From: 96%	2%	Lola Ave Ext				F	280	F	2500	F	2001
<div><div>4</div><div>162</div></div> Avondale Dr	0.60	770	F	From: 96%	2%	Frazier Rd				C	110	F	770	F	2001
				To: 96%	2%	Ogden Rd									
<div><div>5</div><div>162</div></div> Broad St	0.13	180	F	From: 97%	2%	10Th St				C	20	F	180	F	2001
				To: 97%	2%	Lynch Rd									
<div><div>6</div><div>162</div></div> Franklin Ave	0.07	2000	F	From: 99%	0%	Main St				F	200	F	2000	F	2001
<div><div>6</div><div>162</div></div> Franklin Ave	0.46	1400	F	To: 98%	1%	7Th St				C	140	F	1400	F	2001
				To: 98%	1%	12Th St									
<div><div>7</div><div>162</div></div> Frazier Rd	0.09	1800	F	From: 96%	1%	Avondale Rd				F	210	F	1800	F	2001
<div><div>7</div><div>162</div></div> Frazier Rd	0.62	2600	F	To: 96%	1%	Lola Ave				C	270	F	2600	F	2001
				To: 96%	1%	Lynch Mill Rd									
<div><div>8</div><div>162</div></div> Lola Ave	0.07	3200	F	From: 98%	1%	Main St				F	310	F	3100	F	2001
<div><div>8</div><div>162</div></div> Lola Ave	0.36	3200	F	To: 98%	1%	7Th St				F	330	F	3200	F	2001
<div><div>8</div><div>162</div></div> Lola Ave	0.13	3500	F	From: 98%	1%	11Th St				C	360	F	3500	F	2001
				To: 98%	1%	Lola Ave Ext									
<div><div>9</div><div>162</div></div> Lynch Rd	0.13	280	F	From: 98%	1%	11Th St				C	30	F	280	F	2001
				To: 98%	1%	Broad St									
<div><div>10</div><div>162</div></div> Ogden Rd	0.38	1100	F	From: 89%	2%	Avondale Dr				C	150	F	1100	F	2001
				To: 89%	2%	Lynch Mill Rd									
<div><div>425</div><div>162</div></div> Pittsylvania Ave	0.42	8400	F	From: 95%	0%	SCL Altavista				C	730	F	8400	F	2001
				To: 95%	0%	Main St									
<div><div>1466</div><div>162</div></div> Lynch Mill Rd	0.40	4900	F	From: 94%	1%	NCL Altavista				C	500	F	4900	F	2001
<div><div>1466</div><div>162</div></div> Lynch Mill Rd	0.49	3600	F	To: 94%	1%	Frazier Rd				F	390	F	3600	F	2001
<div><div>1466</div><div>162</div></div> Lynch Mill Rd	0.30	4000	F	To: 94%	1%	Clairon Rd				F	360	F	4000	F	2001
				From: 94%	1%	Clarion Rd									
<div><div>1468</div><div>162</div></div> ClarionRd	0.77	1400	F	To: 90%	1%	Main St				C	130	F	1400	F	2001
				From: 90%	1%	Lynch Mill Rd									
				To: 90%	1%	NCL Altavista									

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						2Axle	3+Axle	1Trail	2Trail						
City of Lynchburg															
4th St	9.82	50	F	From:	Wise St					8	F	60	F	2001	
				To:	Monroe St										
Caroline St	9.82	590	F	From:	York St					60	F	620	F	2001	
				To:	Chambers St										
Chambers St	9.82	1000	F	From:	Caroline St					100	F	1100	F	2001	
				To:	2Nd St										
Clayton Ave	9.82	640	F	From:	Morningside Dr					120	F	670	F	2001	
				To:	Spottswood Pl										
Danridge Dr	9.82	1600	F	From:	Berkley Pl					170	F	1600	F	2001	
				To:	Craigmont Dr										
Fairview Ave	9.82	470	F	From:	Maryland Ave					50	F	490	F	2001	
				To:	Mackel St										
Fleetwood Dr	9.82	1100	F	From:	Ridgeway Dr					120	F	1100	F	2001	
				To:	Hillwood Dr										
Georgia Ave	9.82	400	F	From:	Campbell Ave					40	F	420	F	2001	
				To:	Nevada Ave										
Gorman Dr	9.82	430	F	From:	Glen Oak Ln					49	F	450	F	2001	
				To:	Northwood Cir										
Hawthorne Rd	9.82	160	F	From:	Montgomery Rd					30	F	170	F	2001	
				To:	Woodcrest Dr										
Hayes Dr	9.82	140	F	From:	Rhonda Dr					20	F	140	F	2001	
				To:	Crawford Dr										
John Scott Dr	0.00	420	F	97%	2%	1%	0%	0%	0%	C	60	F	440	F	2001
				To:	Dead End										
Leyburn Ave	9.82	290	F	From:	Mosby Ave					30	F	300	F	2001	
				To:	Sackett St										
Locksview Dr	9.82	900	F	From:	Bell Tavern Rd					110	F	940	F	2001	
				To:	Norvell House Ct										
Maryland Ave	9.82	310	F	From:	Craig St					30	F	320	F	2001	
				To:	Fairview Ave										
McKinney Ave	9.82	440	F	From:	Clarke St					40	F	460	F	2001	
				To:	Dodd St										
Mimosa Dr	9.82	670	F	From:	Burnt Bridge Rd					80	F	700	F	2001	
				To:	Woodcrest Dr										
Morningside Dr	9.82	520	F	From:	McGuffey Ln					110	F	550	F	2001	
				To:	Wood Ln										
Myrtle St	9.82	680	F	From:	Westview Dr					80	F	710	F	2001	
				To:	Toledo Ave										
New Hampshire Ave	9.82	430	F	From:	Oakridge Blvd					60	F	440	F	2001	
				To:	Tremont St										
Oxford St	9.82	440	F	From:	McKinney Ave					60	F	460	F	2001	
				To:	Radcliffe Ave										
Page St	9.82	3200	F	From:	Hillcrest Rd					310	F	3300	F	2001	
				To:	2Nd St										

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City of Lynchburg															
Rhode Island Ave	9.82	140	F	From	Tremont St					20	F	150	F	2001	
				To	Fort Ave										
Sanhill Dr	9.82	420	F	From	Rhonda Dr					60	F	440	F	2001	
				To	Apache Ln										
Texas Ave	9.82	330	F	From	Campbell Ave					40	F	340	F	2001	
				To	Nevada Ave										
Warren Ave	9.82	210	F	From	Wingfield Ave					20	F	220	F	2001	
				To	Perry Ave										
Town of Altavista															
Lakewood Dr	6.25	270	F	From	Sourwood Ln					30	F	280	F	2001	
				To	Dogwood Ln										
Tabby Ln	6.25	190	F	From	Laurel Ln					20	F	200	F	2001	
				To	Woodhaven Ln										
West Rd	6.25	160	F	From	Forest St					20	F	170	F	2001	
				To	Lynch Rd										